

LET THIS BE YOUR SLOGAN: SAVE THE WASTE AND WIN THE WAR

Join the Red Cross
PLANT A GARDEN

PEOPLES PAPER Santa Ana DAILY EVENING ORANGE COUNTY Register

VOL. XII. NO. 204.

SANTA ANA, CALIFORNIA, SATURDAY EVENING, JULY 28, 1917.

Join the Red Cross.
PLANT A GARDEN!

50 CENTS PER MONTH

TEUTON ARMIES POUND FOE ON ALL FRONTS

LIGHT DISTRICTS ARE NOT LEGAL, TO BE FORMED OVER AGAIN

Decision of Supreme Court Knocks Out Five Special Divisions In This County

LAW IS DECLARED TO BE UNCONSTITUTIONAL

Van Nuys Case Knocks Props Out From Under the Proceedings Here Also

Five lighting districts in this county have been illegally formed and they must be organized over again.

The law under which they were put through is unconstitutional. The supreme court of this state says so.

Tustin, Garden Grove, Placentia, Buena Park and El Modena lighting districts are knocked completely out.

The decision of the supreme court was rendered in an action that attacked the formation of the Van Nuys lighting district in Los Angeles county. That district was organized under the same act used in Orange county for the formation of its lighting districts. The specific point upon which the procedure under the law was found unconstitutional was that it does not provide for any notice of the filing of the petition for the formation of the district.

In general, the state constitution contemplates that no district can be organized for the purpose of making assessments as taxes without giving publication and posting. The procedure for the formation of the lighting district is laid out in the act. In this county as well as in Los Angeles and other counties lighting districts in unincorporated communities were organized under that act. Every step outlined by the law was taken. There was one step, however, that was not outlined, and the supreme court declares that that one step is essential. That step is the one calling for proper notice.

Orange county already has five lighting districts in operation. Through these districts street lights are provided. A sixth district, one at La Habra, is under way for formation now. Notice of the petition will be given by publication and posting as required to meet the findings of the supreme court in the Van Nuys case.

There seems but one thing for each of the five lighting districts to do. That is, commence over again. Since no taxes were paid under protest, whatever has been collected and spent is safe from proceedings, should any endeavor to get tax money back from a district illegally organized.

Doubtless each district will immediately start petitions for the formation of a district. These petitions will be filed with the Board of Supervisors, and they will take the course as outlined by the lighting district law, excepting that notice will be given.

The Van Nuys case decision does not trouble the Laguna Beach Sanitary district. That was organized under another law.

IMPERIAL PROTESTS CONSCRIPTION QUOTA

IMPERIAL, July 28.—Protest at the quota of men to be furnished the new national army by the draft was filed today with Marshal General Crowder and other officials in Washington by the local county council of defense and chamber of commerce. Imperial county has been called upon to furnish 653 men, in excess of every other district save San Francisco, Alameda, Fresno and Los Angeles.

Imperial county points out that while the total registration was 5942 a large percentage of this was alien and of the "floater" class. Citizens, when acquainted with the facts, promptly termed Imperial's quota "an outrage" and dispatched the protest to officialdom.

S. F. PAVING MADE IN 1871 IS UNEARTHED

SAN FRANCISCO, July 28.—Pompeii has nothing on San Francisco. Employees of the Board of Public Works engaged in building a sewer on Davis street between Market and Sacramento streets today, in their excavating came upon a basalt pavement with a granite curbing.

It is only about a yard below the present pavement and Timothy Redardon, of the public works board, says he believes it dates from 1871 and was covered by street pavers some years later.

BAKER AGAIN PLEADS AGAINST PUBLISHING NEWS OF TROOP MOVES

Stories Like One Published Today Peril Lives of Soldiers, Warning

WASHINGTON, July 28.—Declaring that the publication of the arrival of American troops in Europe endangers the lives of other American soldiers at sea, Secretary of War Baker, Secretary of the Navy Daniels and General McIntyre, war department censor, today issued a renewed appeal to the patriotism of the American press.

"I feel very deeply on this matter," said Secretary Baker. "I cannot speak too earnestly of the danger there is in violation by the press of the rule against publication of troop movements."

General McIntyre said that he had specifically requested that dispatches such as one published in this country today should not be sent out.

"I ask again that no story of this kind be published," he said.

"Such stories are dangerous to the lives of other American troops."

EX-TEUTON CONSULS' MYSTERY CASE SOUGHT

A PACIFIC PORT, July 28.—Thirty former German consuls, homeward bound from the Dutch Indies, are under close guard of federal agents today while secret service men are seeking "five men and a woman with a square, tarpaulin covered case."

When the steamer bringing the consuls entered this port to launch carrying the mysterious "five men and a woman" came up astern and the German on deck threw overboard the "square tarpaulin covered case" which threatens to paralyze local traffic and disrupt transcontinental freight movements.

The Switchmen's Union of North America, which charges that the Brotherhood switchmen are striking to force the S. U. A. into non-existence, by asking for a closed shop, is aiding the railroads in importing strikebreakers.

Fears of a sympathetic strike by the brotherhoods of engineers, firemen and conductors were dispelled early today with the announcement that these men would remain at work.

1000 POLICE ON DUTY

More than 1000 policemen were on duty in the railroad yards.

The following roads are affected by the strike:

Atchison, Topeka & Santa Fe; Baltimore & Ohio; Chicago & Alton; Chicago & Western Indiana; Chicago & Northwestern; Chicago, Burlington & Quincy; Chicago Junction; Chicago, Milwaukee & St. Paul; Chicago, Indianapolis & Louisville; Erie; Indiana Harbor Belt; Illinois Central; Lake Shore & Michigan Southern; New York, Chicago & St. Louis; Pittsburgh, Cincinnati, Chicago & St. Louis; Pittsburgh, Fort Wayne & Chicago; Belt Railway of Chicago; Wabash and Chesapeake & Ohio.

"This will be a fight for liberty and democracy against the autocracy of Kaiser Bill Lee, president of the Brotherhood of Railway Trainmen," declared W. J. Trost, general organizer of the Switchmen's Union of North America.

Try to Exact Pact

The Brotherhood has been trying to exact an agreement with the railroads that would virtually give the Brotherhood a voice in the hiring and reinstatement of members of the Switchmen's Union of North America, according to the statement of the managers' conference committee of the railroads affected.

The statement says the Brotherhood's demands in part are: Yardmen discharged can only be reinstated by mutual agreement between officers of the company and the properly authorized committee representing them.

The railroad managers' comment follows:

"On a road having a contract with the brotherhood of railway trainmen, the committee of this organization would be the only one representing the men. Therefore, if a non-union man or a member of the Switchmen's Union should leave the service he could not, under the proposed rules, re-enter the service without the consent of the Brotherhood of Railway Trainmen committee. For obvious reasons, this consent might be difficult to obtain."

Murdock's Charge

James Murdock, vice-president of the Brotherhood, who is in charge of the Brotherhood's interests in the strike, said the reasons assigned by the railroad officials for the strike was "absolutely false and on a par with many other statements coming from that source."

The railroads have proposed mediation by the federal mediation and conciliation board.

The number of switchmen employed in Chicago terminals is 6500. Of these, 2500 belong to the Brotherhood of Railway Trainmen, and 2500 to the Switchmen's Union of North America. The remaining 1500 are not organized.

The strike results from the failure of the roads to concede certain reasonable rules affecting working conditions," Murdock explained.

May Hamper War Moves

If the strike is prolonged it will seriously hamper movements of troops and war supplies. Coal, fuel and food will also be tied up, and territories which are working night and day on war munitions will be seriously affected.

The strike is primarily the result of the efforts of 2500 members of the Brotherhood of Railway Trainmen to obtain a "closed shop."

This group comprises only about half the local switchmen. The others are members of the Switchmen's Union of

SWITCHMEN RUSH TO AID ROADS BREAK STRIKE IN CHICAGO

More Than 1000 Policemen On Guard In Railway Yards of Windy City

CHICAGO, July 28.—Nearly half of the transcontinental freight traffic of the United States is disrupted through those railroads affected by the strike, it is admitted today. It is claimed that passenger traffic is practically normal.

CHICAGO, July 28.—Hundreds of switchmen were pouring into Chicago from all parts of the country today to aid the railroads in breaking the strike of 2500 members of the Brotherhood of Railway Trainmen, which threatens to paralyze local traffic and disrupt transcontinental freight movements.

The Switchmen's Union of North America, which charges that the Brotherhood switchmen are striking to force the S. U. A. into non-existence, by asking for a closed shop, is aiding the railroads in importing strikebreakers.

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MAY CHANGE DRAFT TO GET MEN REACHING 21 PRIOR TO NEXT CALL

Baker Hints Also May Seek to Exclude Men Turning 31 Before Second Summons

WASHINGTON, July 28.—The United States draft may be broadened so as to include men reaching the minimum age of 21 before the next call to the colors.

Secretary Baker indicated today that not only might he ask such a step, but that he might also seek to exclude men who turn 31—the maximum age—before the second call.

As wastage runs about one-third, he could continue calling out about 700,000 men a year to fill up the gaps or to "maintain" existing troops. In this way, with the national army, national guard and regular army, the United States would have about two million fighting men always in Europe.

Simultaneously it was announced that a new payment of \$10,000,000 has been made to the Italians but that ships are lacking to transport coal and munitions to the Italians.

Large details of police were sent to the railroad yards to guard against violence.

North America and are affiliated with the American Federation of Labor. They were at work as usual today.

With organized labor supporting the Switchmen's Union of North America, the strike resolves itself into a fight between the switchmen and organized labor on the one side and the Brotherhood Switchmen on the other.

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CLUB TO ADJUST HEADLIGHTS FREE NEXT WEEK

Tests and Minor Corrections Will Be Made By Ignition Experts

Automobilists who have not had time to adjust the headlights of their machines will have a few days' grace under arrangements made today by Walter Galbraith, local representative of the Southern California Automobile Club, with local officers.

Galbraith has arranged to make adjustments free three nights next week and drivers will be immune until all have had opportunity to avail themselves of the free service or have head lights adjusted at garages.

Monday, Tuesday and Wednesday nights have been selected by Galbraith for adjustments under the auspices of the Santa Ana branch of the auto club. Experts from the Orange County Ignition works will do the work, with Galbraith and a city officer to be detailed by City Marshal Jernigan supervising the work. Cards will be issued to each driver showing that the lights on his machine have been officially tested. The testing ground is the vacant lot at the corner of Bush and Third streets and the office building of the Tustin stage line will be used for focusing lamps.

It is not the intention to adjust lamps where adjustment will require bending of the lamp standards, unless a slight change only is necessary. Where adjustment will require some time, the owner will be directed to have the work done at a garage and later receive a card from the club representative.

The space on the side of the building is sufficient for focusing two machines at a time. The work will start each evening at 7:30 o'clock.

WINTERSBURG

WILL TRAIN FOR Y. M. C. A. WORK IN ARMY

WINTERSBURG, July 27.—Edwin Paan, grandson of Dr. S. G. Huff, left Los Angeles Wednesday night on the Flyer for San Francisco to enter training for Y. M. C. A. work among the soldiers. He will not be twenty-one years old until August, so was not registered. But his room mate at Leeland Stanford University recommended him as one fitted for Christian work among the soldiers, and an almost immediate call resulted. He will remain in San Francisco six weeks, and will be drilled in trench work as well as the usual Y. M. C. A. duties. Then—no telling where.

The Methodist Hospital in Los Angeles has sent out a call to the Woman's Home Missionary Society, under whose management the hospital is maintained, for white cotton cloth for bandages, old bed linen, etc. Owing to the high prices and the great demand for cotton, it is impossible for the hospital to procure these necessities as formerly. Mrs. C. N. Davis will collect the donations, and if the women will notify her or phone the parsonage, the work can be accomplished in much less time. Any clean, white goods will be acceptable.

HEADACHE STOPS, NEURALGIA GONE

Dr. James' Headache Powders give instant relief—Cost a dime a package.

Nerve-racking, splitting or dull, throbbing headaches yield in just a few moments to Dr. James' Headache Powders which cost only 10 cents a package at any drug store. It's the quickest, surest headache relief in the whole world. Don't suffer! Believe the agony and distress now! You can. Millions of men and women have found that headache and neuralgia misery is needless. Get what you ask for.

JULY CLEARANCE SALE

**SUITS
COATS
DRESSES
SKIRTS**
at
Smart Shop
Spurgeon Bldg.

Those who were awarded certificates at the close of the Epworth League Institute, or given an added seal for their last year's certificates, were Miss Cleo Ulrich, Misses Lizzie, Mary and Ethel Gothard. The others who registered from the local League were not able to attend every day, or did not pass in their record of attendance. The Institute was a great success, and church work throughout Southern California will receive its benefits this coming year.

Mrs. W. G. Alford entertained several friends on Wednesday of last week, the day being enjoyed spent in an old-fashioned visit. Those present were Mrs. S. J. Baker, Mrs. Walter Roberts, Mrs. Harold Almond of Los Angeles, and Mrs. James Morgan of Springdale.

Dr. and Mrs. S. G. Huff went to Long Beach Thursday to attend the day's session of the annual convention of the Christian Church in this district. The convention will continue all week.

The women of the neighborhood are asked to notice the dates of the afternoon meetings at the camp grounds, in the W. H. M. S. tent. The meetings, which are all very profitable and certainly worth attending, are as follows:

July 27.—Anniversary in Tabernacle.

July 28.—White Work in the South, Mrs. Coates.

July 30.—Negro Work in the South, Mrs. Sisson.

July 31.—Frances De Pauw School, Mrs. Emma Baird.

August 1.—Deaconess Work, Mr. Geo. Dugger.

August 2.—Alaska, Mrs. R. H. Young.

August 3.—David and Margaret Home, Mrs. A. B. Avis.

August 4.—Methods Hour, Mrs. M. Northrup.

Charlie Walton is now the trouble man for the Home Telephone Company, taking the place of Clyde Day, who has gone to the navy. The position of night operator, held by Mrs. Day, is now filled by Frank Houser. Rev. and Mrs. O. N. Olson went to Huntington Beach Thursday to meet the latter's mother and sister from Covina, also Miss Elizabeth Jones, Mr. and Mrs. Wilson, their daughter and two children, friends from Buena Park.

Mr. and Mrs. B. T. Gothard and George Gothard returned Monday night from a three days' fishing trip in Big Bear Valley. They caught 21 nice trout, and had the very best kind of a time.

Mr. and Mrs. W. Heald of Los Angeles, were guests Thursday of their sister and husband, Mr. and Mrs. R. Draper.

Mr. George Morse of Fullbrook, is spending the week with her sister, Mrs. George Gothard, and family.

E. R. Bradbury is having a garage built at the rear of his residence. It is 16 by 24; Ed Hyder being the workman in charge.

Frank Draper is at Los Alamitos, helping his cousin, William Draper, harvest his beet crop.

Mrs. Mary Clemens has returned from Fullerton after a week or more spent with her children.

Dr. John G. Hill, Miss Gladys Hill and Miss Hansen of Fresno, a guest of Miss Hill, motored from Los Angeles Tuesday evening and were entertained for dinner at the parsonage. Dr. Hill and Rev. Olson are both from Iowa, and were fellow students at college.

Mrs. J. D. Shutt and Lucile Radford were dinner guests of Mrs. E. R. Bradbury at the camp grounds Tuesday.

Germany Will Not Be Starved Into Surrender Next Winter, Says Correspondent

Germany won't be starved next winter. Germany is beginning to believe U-boats won't starve England.

The feeling against America in Germany is not bitter but—

President Wilson is close to Number One on the German Strafe list.

These are some of the impressions acquired in Germany by a distinguished newspaperman of neutral nationality, who cabled the United Press the following dispatch today:

AMSTERDAM, July 28.—I have brought home the conviction that the fourth winter of the war will strike the Germans hard, but that the allies will not starve Germany into a surrender. At the moment the economic situation is not desperate, as the Germans have raised tremendous quantities of vegetables, partly in consequence of the very hot summer weather? This, however, does not prevent many Germans from looking forward with pessimism to the winter.

Prospects for cereals are very good, but the fodder question seems serious and many cattle will have to be killed in the fall for lack of feed. The question of the fat supply will thereby be made the more difficult. The potato crop looks good. Great areas of former waste land have been cultivated by convalescent soldiers and Russian prisoners.

The food problem is the subject of continual discussion, with much bad feeling against certain classes alleged to get more than their share. The soldiers' rations still are good.

Beside the rationed foodstuffs, there are still unrationed articles but the restaurant meals of these are very expensive.

War material still seems plentiful. Guns and ammunition factories are working day and night. Confidence is general that the German armies will keep the enemy outside of Germany.

Confidence in the ability of the submarine to end the war is growing slim. Many Germans believe the allies will hold out until it is proved that even with American help they cannot break the German lines in Belgium and France—then they will be willing to talk peace.

In diplomatic circles the giving up of Alsace is declared not worth discussing. This is also the popular feeling. On the other hand the demands of Pan-Germans for annexation are not supported by the government or the people.

The feeling against America is not bitter, but President Wilson is about the best hated of men. His last utterances have been ridiculed and cited as proof that he does not know Europe.

The idea that Austria could make

GERARD'S STORY OF WAR WILL STAGGER BERLIN

Inside History of Prussian Intrigue Bared in Book "Four Years in Germany"

NEW YORK, July 28.—No secrets growing out of the Great War have been more closely guarded than those brought home from Germany by James W. Gerard, recently ambassador to the Kaiser's court but now a private citizen.

For more than a month after returning to Washington, Judge Gerard remained in the diplomatic service. Although returned from Berlin, he was still technically upon duty. In this month, he went over with high officials of the state department, his whole budget of material, decided what might be published, and what should not yet be given the American public. There are many matters, of which the German government thinks Washington is ignorant, of which Gerard is said to have obtained knowledge.

The resulting mass of revelations, ready to be made to the American people are believed to be amazing. No romance is more interesting than this story of a shrewd, silent Yankee, in the midst of the whirl of intrigue which surrounded the Kaiser, listening to everything keeping still.

The greatest effort was made to assure the widest circulation for the new book. Judge Gerard was selected for the Berlin post not because of great wealth but for special ability. The news value in dollars and cents of his memoirs is very great. If published only in book form, while the royalties would be considerable, the information contained would not reach the American public as rapidly as is desired. So the interest of newspapers having a national buying power is to come out in serial form. Los Angeles has been selected for one of the publishing points, and the first installment will appear in the Examiner Sunday, Aug. 5. This publication will be the only paper in the Southwest to run the serial.

E. J. Houghton, of Santa Barbara, visited his father and brother, H. G. and sister, Mrs. C. K. Lee from Monday until Thursday.

Mr. and Mrs. Frank Launders are spending a week at Capistrano testing the curative qualities of the Hot Springs.

Mr. and Mrs. G. R. Reyburn, Mrs. Morrell and son Mark, and Mrs. Emmett Smith, attended camp meeting at Huntington Beach Thursday.

Mrs. J. Cook is paying an extended visit to her niece, Mrs. Milo Allen and nephews, Clarence and Claude Crosby.

James Swain, who has been serving as a sailor, was in town Thursday. He is a school boy here. His parents live at Ontario.

Roy McKeen and family returned Sunday evening from a visit to Yester.

Mr. and Mrs. B. Ferryman, of Redlands, are visiting at the home of Mrs. Ferryman's sister, Mrs. M. D. Phinney.

A. T. Dungan and family are camping at Little Bear.

Myron Bodenhamer is enjoying a visit from Carl Green.

Mr. and Mrs. Charles McKeen left Tuesday for their sixty-two acre ranch at Capistrano, where they will make their future home. Mr. McKeen thinks he will farm.

Paul Davis received orders from the government to report at aviation headquarters, San Diego, and left by rail Tuesday to report for duty.

Mrs. J. Swayze with her daughter, Mrs. E. Morgan, of Long Beach, Monday after a week spent at the home of her son, Paul Swayze.

Those who attended the monthly meeting of the Presbyterian church of Westminster, Wednesday were Messrs. M. C. Castleman, E. Schneider, V. D. Donelson and P. Swayze.

Mr. and Mrs. C. A. Emerson returned Thursday from a week spent at Laguna.

Mr. and Mrs. Willis Castleman arrived Friday for an over-Sunday at the home of Mr. Castleman's parents, Mr. and Mrs. M. M. Castleman.

Prospects for cereals are very good, but the fodder question seems serious and many cattle will have to be killed in the fall for lack of feed. The question of the fat supply will thereby be made the more difficult. The potato crop looks good. Great areas of former waste land have been cultivated by convalescent soldiers and Russian prisoners.

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The idea that Austria could make

a separate peace—which Germans consider prevalent in America—is a subject for laughter in Berlin and, what is more important, likewise in Vienna.

GETS DIVORCE FROM 'TOO BEAUTIFUL' WIFE

LOS ANGELES, July 28.—"Too beautiful for one man," he guessed. Anyway, that was Sylvester K. Blette's opinion of his wife's alleged wrongdoing in entertaining another man in her apartment at night while Blette was supposed to be working. In divorce proceedings today he testified he returned home one night six weeks after their marriage and found the "other man" in the house. His wife won a beauty contest in Fort Madison, Ia., and a trip to the coast as a prize.

NATIONAL READY TO CUT SEASON—TENER

WASHINGTON, July 28.—President John K. Tener of the National League today added his promise to that of Ban Johnson that the big leagues would shorten their season or "do anything else the President wishes."

"To date the President has encouraged the continuation of all sports and we have no reason to believe he will recommend stopping the games now," Tener said. "Should he wish the games stopped, however, he will find us ready and willing to respond to any service in which he believes our men can better the country's interest."

GARDEN GROVE

YOUNG WOMEN SEW FOR THE RED CROSS

GARDEN GROVE, July 28.—The Garden Grove misses who can sew and were able to do so, met Thursday afternoon at the home of Mrs. S. Horowitz and made Red Cross comfort bags. There were twelve bags made.

Miss Lila Crane entertained Wednesday evening complimentary to Paul Parker, of Pomona, who is a guest at the Crane home. Beside the family and honoree, there were present, Misses Ruth Violett, Georgia German, Helen Hedstrom, Mildred Francis and Muriel Arkley; Messrs. Waldo Tournat, J. Richard, B. Davis, C. Strong, Paul Parker and O. Brown.

Sam Gibson, who has spent the past nineteen months at his home at Canton, Ohio, is a victim of the "Lure of the Southland" and returned Wednesday.

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Prospects for cereals are very good, but the fodder question seems serious and many cattle will have to be killed in the fall for lack of feed. The question of the fat supply will thereby be made the more difficult. The potato crop looks good. Great areas of former waste land have been cultivated by convalescent soldiers and Russian prisoners.

The food problem is the subject of continual discussion, with much bad feeling against certain classes alleged to get more than their share. The soldiers' rations still are good.

LAGUNA BEACH NEWS BUDGET

LAGUNA BEACH, July 28.—The Misses Dorothy and Katherine Rogers of Berkeley, who have been guests of Miss Frances Torrey for the past two weeks, left Friday morning for their home. Thursday night Miss Torrey gave a farewell supper on the beach for her guests. The only outsiders present were Miss Harriett Robbins of Riverside and Miss Pauline Jahraus of Laguna.

A representative group of Compton's Boy Scouts returned to Compton after having spent a week camping near Laguna. The boys, ten in number, were in charge of Mr. Lander. Their camp was made on the beach at Aliso canyon, where they spent their days after the usual fashion of Boy Scouts. The boys of the party were: Frederic Lenders, Robert Irwin, Robert Keane, Stewart James, George Gray, Harold Tishouser, Howard Bridges, William Nichols and Harold Waite.

Mrs. Barbara Cope and her two daughters, the Misses Frances and Phyllis Cope, of Los Angeles, are occupying their cottage for two weeks.

The Loves of Los Angeles, who are occupying their cottage below Arch Beach, are entertaining Miss Sedalia Cubbison of Santa Ana, this week. Miss Cubbison, as well as the Loves, is an old friend of Laguna and has spent many vacations here.

Miss Phyllis Hammell and Mr. Gerald Staley of Los Angeles, motored to Laguna Tuesday. They were luncheon guests of the Vances, who are spending the summer in their cottage "Les Homards," on the board walk. Miss Hammell and Mr. Staley returned to the city that afternoon.

Miss Eda H. Schlicher, her mother, Mrs. E. Schlicher, and Mrs. Vosler of Los Angeles, have taken the small Edwards cottage for a week. Miss Schlicher used to live in Santa Ana and spent much time at Laguna.

A new cottage is now being built on "Terry Cliffs," about two miles south of Laguna Beach. Dr. Clifton, to whom the property belongs, is so anxious to begin his sojourn at the beach that he is having the garage—a two-story building with a living apartment above—built first, and he and his family will occupy that while the cottage itself is being built. Dr. Clifton says it is very probable that he will build two cottages before he completes his present plans.

Both apartments of the May cottage are now occupied. In one are Mrs. Fred Hill and the Misses Helen and Marion Hill. Mr. and Mrs. Herbert Mead have possession of the other. Both families are from Claremont. The Hills will remain two weeks and the Meads three.

At the Tent City are Miss Reed and her niece, Miss Alice Andrews of Claremont. They will remain two weeks.

George L. Backus of Los Angeles, is occupying Miss Watrous' cottage this week. Mr. Backus is a relative of Miss Watrous. He says she expects to return early in August from Iowa, where she has been spending about a year.

Mr. S. M. Bathgate was a visitor in Oxnard during the past week.

Mr. I. L. Smith and his son Fred have been campers in Laguna for two weeks. They are from Corona and returned to their home Thursday.

Mr. and Mrs. A. A. Adams of Los Angeles, who are spending the summer at "The Breakers," left early Friday morning for the north. Mr. Franklin Adams, their son, is at Fort Barry and expects to be sent to France very soon. Mr. and Mrs. Adams are going up to see him before

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Schram, Mason and
Economy Jars.

Also extra tops and best
quality Rubber Rings of
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We carry a complete line of the
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in putting up fruits.
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Lunch at Home.

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GROCERIES AND CHINA

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WEARING APPAREL

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These prices are for 25 pieces or
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The only Laundry in Santa Ana
having a soft water plant.

AMERICAN
STEAM LAUNDRY CO.

Have you seen the "Toys" hat in our windows, men? It is a \$3 hat and has the same appearance, the same color and coolness of a Panama. Comes in the same shapes, too. At this small outlay you can have a brand new hat for the rest of the season.

Belts—white, tan or black leather, 50¢ up.

Summer is the time for bow ties. We have plenty at 50¢.

Hill & Carden 112 W. Fourth St.

he leaves. They expect to return Monday.

Miss Madeline Enman, who is spending some weeks in one of the Thomas cottages, has as house guest Miss Amy Brown, daughter of Dr. J. F. Brown of Riverside. Miss Enman and Miss Brown are classmates at the Riverside Junior College.

Dr. John I. Esgate returned to Riverside after a two weeks' vacation spent at Laguna. Mrs. Esgate and the four children remained here and will spend the rest of the summer in the Kyle cottage on "the cliffs."

The Raymond Best cottage is open and will be the headquarters for the Best family until the last of September. At present Mrs. Raymond Best and their children and the eldest son, Eugene Best, his wife and baby daughter are occupying the cottage. Eugene Best will return as soon as his vacation ends. After that he and his father will spend only the weekends at the beach. The Bests are from Riverside.

Dr. and Mrs. Duke of Redlands, motored down Tuesday in their Buick. They are occupying one of the Basford apartments and will remain three weeks. Dr. Duke is the president of the Redlands University.

F. Gholson and family of Fullerton, have taken the "Twin I" cottage until the 31 of the month.

Mrs. Garven and her daughter of Los Angeles are passing this week at the Laguna Beach Hotel.

Mr. and Mrs. J. N. Gilchrist of Pasadena, are among this week's guests at the hotel.

Mrs. P. Ferguson, who was at the hotel last week, has taken the Daniels' Studio for the summer. Her daughter, Dorothy, and son, Donald, are with her at present, but will return to their home in Los Angeles and may be down for short visits hereafter.

Mrs. F. Launderbach of Pasadena, and Miss E. S. Kellogg of Altadena, are spending a few days at the hotel.

Mr. and Mrs. A. Fink and their family of Santa Ana, are occupying the Witman cottage this week.

Mrs. Hawkes, wife of Dr. William J. Hawkes of Los Angeles, and Miss Alice Gray McLain of Glendale, are at the Breakers. Dr. Hawkes will spend the week-end with his wife whenever possible.

Mrs. Rouscup is also a "Breakers" guest. She is from Burbank and will be here two or three weeks.

William Mc Dermitt, who is spending the summer at the Breakers, has gone to Los Angeles for a few days to procure art materials for his work. While away Mr. Mc Dermitt will visit his mother in Pomona.

The Doctor Rose King cottage at Arch Beach has been rented to Hans Puchman of Los Angeles. He and his family will occupy it for one month with the privilege of keeping it the second month if they wish. Mr. Pushman is an artist of note. He has had large exhibits this spring at the Glenwood Inn in Riverside, and also at the Exposition Park in Los Angeles.

Mr. and Mrs. Stacy, artists, of Chicago, are guests at the Arch Beach Tavern.

Miss Ellen Kellogg, an especially talented young artist of Pasadena, is in Laguna for a short time.

Mrs. Otis Jones, hostess at the Breakers, spent one day this week in Orange visiting her cousin, Jack Porter.

The Breakers this summer is very gay. Tea is held every afternoon at four o'clock on the ocean porches. Jolly groups attend the moving picture show and finish the evening by a short visit to the pavilion.

A week ago last Wednesday a party of motorists left Santa Ana for Big Bear. Monday they came on to Laguna, leaving by way of Victorville and Carbon Canyon. The party consisted of Mr. and Mrs. W. G. Lewis of Smelter and Mr. and Mrs. Lee Buck of Santa Ana. They will be in Laguna several days.

Reliable Gas Ranges, underpriced. Chandler's, 510-516 North Main St.

Dr. Magill, Osteopath. Phone 505-W.

WESTMINSTER NEWS LETTER

WESTMINSTER, July 28.—On Wednesday the Happy Workers Society of the Presbyterian ladies met at the A. J. Fogler home for their monthly all-day meeting.

The usual tempting tray luncheon was served by the committee of the day and duly enjoyed.

The afternoon business session was presided over by Mrs. Thomas Hosack, the president, and various points concerning the society discussed.

Fancy work employed the ladies the remainder of the afternoon.

The following ladies were in attendance: Mrs. W. T. Wardle, Mrs. Eva Dickey, Mrs. Glen Warren, Mrs. H. Larter, Mrs. Ed Larter, Mrs. B. A. Hazard, Mrs. Bob Hazard, Mrs. W. Dean Johnston, Miss Mamie Jenkins, Miss Bertha Dickey, Mrs. Guthrie, Mrs. M. J. Buck, Mrs. Smith, Mrs. Thomas Hosack, Mrs. D. Campbell, Mrs. L. E. Rich, Miss Maud Jenkins, Mrs. Forest Rich and children, Mrs. Everett, Mrs. Wm. Edwards, Mrs. A. E. Hare, Mrs. Oral Hare, Mrs. Wm. McClintock, Miss Elizabeth Reed, Mrs. Ruggles, Mrs. Castleman, Mrs. E. Schneider and Mrs. Donaldson and niece of Garden Grove.

Preparations for a farewell social affair honoring Prof. and Mrs. Thomas Hosack, who leave in a few weeks for La Habra, are under way. Prof. Hosack has been the successful principal of the Westminster school for the past nine years and he and his wife are both prominent in social affairs of the community and will be greatly missed. The farewell will be a general community affair, giving the hosts of friends of this popular couple the opportunity to show their appreciation. The date will be announced later.

Harry Mausberger has rented the Stoves place south of the plaza, vacated this week by Chas. Smithling.

The usual Wednesday Red Cross meeting was held Wednesday and more material for ambulance pillows prepared. Handkerchiefs and napkins are also being made, but this work is taken home by the ladies.

Vance Mahan is irrigating and fertilizing his tomato field on the John McBride ranch this week and also resetting where plants are missing. The plants are growing rapidly and look fine. Mr. Mahan has in about thirty-five acres altogether and will ship part of the tomatoes east and the remainder will go to nearby canneries.

Mrs. W. T. Wardle and sister, Miss Angie Gilbert, returned Friday from Los Angeles, where they have spent the past three weeks.

Mrs. Ethie Gothard of Fullerton, has been a guest at the Geo. Wright home since Monday.

Mrs. Fred Wright, who has been very ill is reported to be slightly improved. Mr. McDonald, who formerly resided here, being proprietor of a blacksmith shop, was taken to the County Hospital last Monday and is reported to be quite ill.

Mr. McDonald moved from here to Stanton, where he opened a shop.

Chas. Stanley of Long Beach, spent several days this week here tending his bean crop which he has on lots about town.

Word from Mrs. Geo. Francis states that she and Mr. Francis and Miss Mary expect to arrive Friday of this week in Westminster if their departure from Nebraska was not again delayed. Mr. Francis was some improved and hoped to be able to stand the trip. They are very anxious to get back to a milder climate.

Mrs. James Kerr, Miss Florence Kerr and Miss Lucille Ludon arrived home Saturday evening from Los Angeles, where they spent several days at the home of Mrs. Kerr's sister, Mrs. Davis.

Mrs. James Rogers of Arizona came in an afternoon stage Thursday for a visit with relatives here.

J. Y. Anderson came Wednesday afternoon from Los Angeles for a visit with his son, H. B. Anderson, and family. Mrs. Mary Tilton came later in the evening, being unable to accompany her father on account of attending the funeral of a friend in the city.

A Christian Endeavor business meeting was held last Saturday even-

ing at the home of Mrs. M. J. Buck.

A good crowd was present and a lively social hour was pleasantly passed after the close of the business session.

Refreshments of fruitade and wafers were served toward the close of the evening.

Next Wednesday the members of the Presbyterian Sunday School and their friends will picnic at Sunset Beach for the day, according to present plans.

A picnic lunch will be taken along and transportation will be furnished for all. If machines and trailers sufficient to accommodate the crowd are not available a hay ride will be arranged for.

Mr. and Mrs. J. Cavanah left this week for Los Angeles taking their household goods with them. They expect to make the city their home and are moving there for the purpose of giving Mr. Cavanah every possible benefit of treatments from the best specialists for the restoration of his eyesight, which has almost entirely disappeared.

Chas. Smithling and family have rented the Cavanah home and took possession Friday.

Miss Effie Toogood is a visitor at the home of Miss Irene Brunton in Pomona this week.

Mrs. Chas. Frost and children, who have made an extended visit at the Harrison Frost home, left for El Segundo to visit friends.

Mrs. Geo. Waters and Lester Waters were among those at the Huntingdon Beach campmeeting Sunday.

Mrs. Francis Penhall entertained a number of relatives at her home Wednesday of this week. They were her mother, Mrs. Joe Walton; brother, Chas. Walton; grandparents, Mr. and Mrs. Henry Page of Long Beach; aunt, Mrs. Wenton of Los Angeles; uncle and cousin, John and Fred Page of Talbert.

Lloyd Edwards of Corona, spent Sunday night with his brother, Reuben Edwards, at the ranch. Mrs. Edwards and Evelyn visited with relatives at Smelter. They left at an early hour Monday morning on their return home.

Mrs. Joe Walton, Mr. and Mrs. Francis Penhall and Mrs. Clyde Day attended campmeeting together last Sunday.

Mr. and Mrs. Beaver went to Huntington Beach to attend church Sunday.

Mr. and Mrs. Harrison Frost were among those from Westminster at the meetings at the beach.

A number here motored to Seal Beach Wednesday evening and enjoyed the hospitality of the Associated Chambers of Commerce banquet held at the Jewel Cafe.

Those from Westminster were Mr. and Mrs. W. Dean Johnston, Mr. and Mrs. Chas. Parr, Mr. and Mrs. J. O. Pyle and Mr. and Mrs. Geo. Wright, who were accompanied by a friend, Mrs. Golter of Fullerton.

On next Sunday Rev. W. T. Wardle of the local Presbyterian church will conduct the last service before the beginning of his vacation which will last throughout the entire month of August.

The pulpit will be supplied each Sunday morning by a different speaker, the evening preaching service to be discontinued for the time.

On the first Sunday, August 5, W. E. Blackstone, a layman of Los Angeles, will fill the appointment. Mr. Blackstone is widely known in church circles, having been for many years agent for the American Bible Society in China and also in literary circles, being the author of "Jesus is Coming Again" and several other books of a similar nature.

Mr. Blackstone will take for his subject when he speaks here, "The Return of Our Lord" and "The United States on the Present War." The subject has to do with the prophecy.

Rev. Wardle plans to spend his vacation in his usual manner; part of the first week at the Long Beach assembly and the remainder of the time at home with the exception of Sundays which he will spend in Los Angeles hearing the different speakers there.

On Tuesday evening the new officers of the Aloha Lodge of Rebekahs were installed by the local installation team, which has been doing all the team work for lodges of the county.

The officers are as follows: N. G. Mrs. Lula Nankervis; V. G. Mrs. Kate Trener; recording secretary, Mrs. Alice Hare; financial secretary, Miss May Fogler; treasurer, Mrs. Nellie Morgan. Appointed officers: R. S. N. G. Mrs. Ette Wright; R. S. N. G. Mrs. Harry Penhall, Elizabeth Rawls, Mrs. L. Toogood and daughters Lydia and Gladys, Mrs. Willis Warner, Ray Finley, Mrs. Joe Walton, Henry Rutter and the hostess Mrs. Rutter.

A man visiting the Mexican family living on the Hosack place near town died of a lingering illness on Wednesday. The body was embalmed by a Santa Ana undertaker and is being held here until the arrival of his wife. The time for the funeral has not been set.

R. H. Hansen received the good news Wednesday of a decided improvement in the condition of his brother, R. L. Hansen, who recently underwent a severe operation for tumor of the brain. R. L. Hansen spent some time here last winter, purchasing during his stay here, the Lewis ranch south of town, which his brother, R. H. Hansen, now occupies. R. L. Hansen resides in North Dakota.

Miss Florence Grant of Los Angeles called on friends here one day last week. Miss Florence, who is a former Westminster girl, was a graduate of the June class of the Los Angeles Normal, and will teach her first term at the Seal Beach school.

Ella Murdy of Wintersburg, visited a few days at the home of her brother, Charles Murdy.

Mr. and Mrs. Whitney entertained Upland friends at their home Wednesday night.

Mrs. J. Domeris and son Charlie were Los Angeles visitors several days; leaving here Saturday and returning Wednesday of this week.

Mr. and Mrs. Ed Finley and family spent several days the first of the week in Los Angeles and Sierra Madre.

Mrs. J. Beaver entertained at her home from Saturday until Monday. Mrs. Henderson of San Francisco. The ladies are old-time friends.

Mr. and Mrs. Arthur Kerfoot entertained as guests Sunday Mrs. Kerfoot's parents, Mr. and Mrs. Randall of South Pasadena

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California, as second-class matter."My Country 'Tis of Thee, Sweet Land
of Liberty."

KEEP TAX RATES DOWN

Within a short time various directors, trustees and supervisors in this county are going to be making estimates of how money is going to be needed to conduct for the next year the public business they have in charge. The wants of the drainage and protection districts, of the schools and of the departments of the county and city governments are to be considered. Plans for expenditures for the coming year are to be discussed and developed.

Probably money from abroad has been used to poison the industrial system. Altogether there's a pretty mess, and when the offenders all are rounded up the jails are going to be overcrowded.

His Benign Passion

Ever after a dreadful experience on the desert, to the day he died, L. W. Beck devoted his energies to making the desert safe for the traveler. Probably his application to this work shortened his own life, but it made that life of beautiful utility while it lasted.

If everybody who had passed through deadly perils whether of body or soul would put up warnings to those to come later, the world would be a safer place and brotherhood more than a dream.

Free and Easy

A "Rev." Mr. Tucker, whose pamphlets appear to budge with treason, in a speech the other day called the President of the United States "a black traitor."

At latest accounts Tucker was still out of jail and howling lustily in a strangely futile effort to break in.

Fancied Dangers

There is an organization called "The Women's Association of Commerce," concerning which a preacher on the other day:

"There is danger that the movement will coarsen feminine fiber, and woman will not be so angelic as she used to be."

Seems to me there is much unnecessary worry done about the women, particularly since they have shown a reluctance to accept for always the role of clinging vine.

Patriotic

The Greek resident of San Francisco who gave all he had to the Red Cross and then sought to join the army has been charged with lunacy. His form of dementia, if such it is, distributed in modified form would do a lot of people good.

Piffing Potatoes

In common with many other citizens I planted potatoes where flowers grew last year. The soil seemed to be good, and for the amount of fertilizer it had consumed simply had to be good, or ungrateful.

The seed also was good, attention was sedulous, faith was strong; and in the whole patch not a single darned potato grew.

"Vines?" Oh, yes, plenty of vines, too many vines; vines that sought to stand high, and were too weak in the stem to do anything but flop and assume a pallid hue.

Also snails or something equally contemptible came along in the night and ate irregular but debilitating holes in the leaves.

The pulling of a few of the more robust growths demonstrated that they had stringy roots similar to those of a weed, and no more indication of tubers than of tulips.

My own theory is that the Kaiser sent an emissary over to squirm some malign dope into the soil.

China Awake

China, supposed to have been asleep for centuries, has kicked off the covers and is wide awake.

Talk about the Chinese being slow! There isn't another country that can be a republic one day, a monarchy the next and a republic again in time for dinner that same day.

Crop Rotting

Potatoes are said to be rotting in the ground because farmers cannot sell them at a cost equal to that of production.

However, were I a farmer with a lot of potatoes, they should be dug, and the chance taken that a decent market would come along later.

Good Management

"Say, old Doolittle is an unlucky fellow. The court allowed him only \$3,999 for the loss of his finger."

"Unlucky! Great Scott, man! He lost one digit and gained four. That's good business."

But She Must Have

"How do you do, Gladys, my dear? I hear you have a new baby at your house."

"Gee whiz, Mrs. Askalon, I know he cried awful loud, but I didn't s'pose you could hear him way down here."

Of Course Not

"Mary Jane," called a voice down the stairway, "do you and that young man know what time it is?"

"How foolish, father! How can we be expected to know, sitting here in the dark?"

* * * * *

There is one book which it is safe to predict will be a best seller when it is published. It will not require any artfully worded advertising to swell its list of buyers. The mere statement somewhere in fine print that it is out and obtainable at such a store will be enough. The readers of the world will do the rest.

The book comprises those memoirs of Bismarck which are in the safety deposit vault of the Bank of England. Bismarck himself placed the manuscript there with the instruction that it be not published until everyone named in it is dead. The present Kaiser is one of those named. There has been a good deal of agitation lately for its publication on the ground that it is enemy property, but so far the British government refuses to betray its trust. Wilhelm is now 58.

A well known surgeon declares that "operation is the best treatment for the alcohol habit; 'cut the booze out.'

H. E. Johnson has opened up a new sale barn at 709 West First, "Phone 1243-J. He will have on hand for sale at all times, first class horses and mules; also hay and grain."

With Malice Toward None
By Henry James

Creatures of Prey

War, even though it be at a distance, has supplied many fine chances for people to prey upon their fellows. The man with a commodity to sell often puts an extortionate price upon it. The contractor desires double and treble profits; not always in either case, for there are many honest Americans.

One schemer starts out, unauthorized, to collect funds for the Red Cross, although this benign institution never sees the color of a dollar that reaches his unclean palm.

A lawyer is charged with having induced "alien enemies" to give their property to him in trust, on the ground that otherwise this property would be confiscated by the government. It is to be remembered that "alien enemy" is a technical term, and that in many instances individuals embraced by it are not enemies at all.

Probably money from abroad has been used to poison the industrial system. Altogether there's a pretty mess, and when the offenders all are rounded up the jails are going to be overcrowded.

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DEFEAT OF THE RUSSIANS

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Much has been said about the collapse of the Russian armies on Galician fields. While the flight of the Russians is unfortunate at this time, one should view the situation with seriousness enough to believe that it is of sufficient magnitude to be a deciding factor in the war.

In the early stages of the conflict the Russian army captured the city of Lemberg, capital of Galicia, and then began the historic retreat of the armies under Grand Duke Nicholas, and a few months later the dispatches from Berlin stated that the Russians were practically eliminated from the war, and no further trouble was anticipated from the eastern frontier. Russian soldiers were reported captured in battalions, regiments, brigades and divisions, and enormous quantities of supplies and guns were taken.

The coming back of the Russians under the leadership of General Brusiloff in a short time is well remembered. While it is to be expected that there will continue to be more or less trouble in Russia, owing to the radical change in the government, it does not follow that the new Republic will not be able to maintain an army of sufficient importance to at least prevent the Germans from invading the country to any extent. It would not be surprising should the Russians be able in a few months again open up a big offensive campaign, and eventually be the deciding factor in the world war.

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SOCIETY

Mrs. Olive Lopez, Ed.
Residence 292-J.
Office: Pacific 79 Home 409

DOINGS OF CLUBS
PERSONALS

ALLIANCE SOCIAL

Unitarian People Pleasantly Entertained at Home of Mrs. Dell Andre

The social held at the home of Mrs. Dell Andre by the Unitarian Alliance last evening was well attended and all present report an evening pleasantly spent by about eighteen.

After a guessing contest, in which B. E. Tarver took the honors, "500" was indulged in by some members of the company, some favoring flinch, while others passed the time agreeably in social conversation, and all, in bidding their hostess good night, wished for another social soon.

The home was decorated with pink hydrangeas and skeleton rose geraniums, making an effective combination and late in the evening tempting refreshments were served on the card tables.

—O—
Snyder-Loomis

Wednesday evening at Kerman, Fresno county, Miss Gertrude Loomis of Watertown, S. D., became the bride of Asa Snyder of Santa Ana, manager of one of S. M. Hill's stores here. The wedding occurred at the home of the bride's sister, Mrs. Charles Patterson. The groom is the son of Mr. and Mrs. F. H. Snyder of 1011 West Pine street. The newly married couple arrived here this morning and will take up their residence in a new bungalow on West Pine, recently purchased by the groom.

—O—
Red Cross Plunge Party

Mr. and Mrs. H. W. Wulf of Villa Park will entertain the public at a Red Cross benefit party next Monday evening. The Wulf ranch boasts a plunge, which will be hailed delightfully if the weather keeps as warm as at present.

A wiener bake will add to the pleasures of the evening. A small fee of twenty-five cents will be asked for the use of the plunge and all are asked to take their bathing suits and have a good time.

Kansas
White Corn
Meal
Per Sack 48c

Look Over these prices. They are below the wholesale list. Even our competitors would do well to pick up these goods.
Fancy Jap Rice, per cwt. \$6.00
Alpine Milk, large, per case \$5.50
Matches, per case \$4.75
Matches, per dozen 40c
Fancy Pink Salmon, per tall can 12½c
Pure Olive Oil, gallon \$2.00
Per ½ gallon 1.10
Violet Shortening, large can 1.40
White Bear Soap, per case \$4.00
Ramona Flour, large sack \$2.60
Best Ever Bread Flour, large sack 2.80
Extra heavy Jar Rubbers, sold usually at doz. for 25c, special, 5 dozen 25c
Dome Coffee, 2½ lb. can 60c
Just a limited amount left. No more after this lot.
Bread, 24 oz. loaf 10c
Cream of Wheat, pkg. 23c
Table Salt, 3 regular 10c boxes for 10c

F. E. MILES
CASH GROCER and MEAT
MARKET.
Fourth and Broadway.

Stouffer's Fine China

We cordially invite you to call and inspect our complete stock of this well known guaranteed hand decorated fine imported China which includes now and unique departures in exclusive shapes and decorations.

Every article is stamped "Stouffer Hand Painted," which in itself is a guarantee of workmanship and quality.

**Stouffer's
Guaranteed 24 Karat Gold
Decorations.**

Awarded medal at Panama Pacific Exposition, San Francisco, 1915, for design and quality.

E. B. SMITH
Jeweler.
105 East Fourth St.
Santa Ana, Calif.

Everyone Notices Them!

Warts, Moles, Superfluous Hair. We remove them permanently and painlessly.

Turner Toilette Parlors
Sanitary White Shop.
117½ E. Fourth St. Sunset 1081.

THE SOUTHLAND
I am thinking tonight of the Southland.
Of the home of my childhood days,
Where I roamed through the woods and the meadows,
By the mill and the brook that plays,
Where the roses are in bloom,
And the sweet magnolia, too;
Where the jasmine is white
And the fields are violet blue.
Their welcome awaits all her children
Who have wandered afar from home.
Tis a land full of joy and of sun shine,
Rich in pearls and in diamonds rare,
Full of hope, faith and love for the stranger
Who may pass 'neath her portals fair;
There the rice fields are full,
And the cotton, corn and hay,
There the fruits of the field bloom
In winter months and May,
Tis the land that I love first of all
And to her let us all give cheer. Selected.

SEW FOR RED CROSS

Forty Congregational Ladies At Tedford Home Yesterday Accomplish Much

Mr. W. B. Tedford, Mrs. Perry F. Schrock and Mrs. W. D. Barker were a trio of genial hostesses yesterday afternoon at the home of the former on North Broadway, forty ladies of the Congregational church gathering at the pleasant place to sew for the Red Cross.

A golden color motif was carried out in the decorations and while the company busily plied needles, social chat was enjoyed and Mrs. Travis gave readings and Mrs. Nat Neff vocal solos, which were greatly enjoyed. Several charming babes also added to the pleasure of the occasion.

Towels, sheets, tray cloths and handkerchiefs were worked upon and a goodly amount of handwork accomplished, which was most pleasing to the hostesses.

The workers were later rewarded with delicious strawberry sherbet, ice cream and cakes.

Birthday Party at Beach

Little Sherrill Spurgeon had a jolly party at Laguna Beach yesterday, celebrating her fifth birthday. Plenty of ice cream and birthday cake were enjoyed, the others in the party being Jack McFadden, Eddie McWilliams and Fern Fleod.

Mrs. A. C. Abbott of Pomona, grandmother of Sherrill, assisted her mother, Mrs. William Spurgeon, in entertaining the children.

Class Meeting

The Business Men's class of the M. E. church South, is starting a contest to increase their membership to one hundred. Their slogan is "100 men in a month."

John Wesley Hancock, Optometrist, near P. O., holds record of highest grades ever made in California.

Mr. and Mrs. Wm. E. Otis and daughter, Miss Elsie Whipple, are home from a two weeks outing in Yosemite Valley.

Rev. Harcourt W. Peck of the First Methodist church, has been enjoying an outing at Newport Beach.

Miss Dorothy Durkee of Newport Beach is visiting friends here.

Mrs. Mabel Kelso Rugg of Los Angeles, U. S. C. music department, is a week-end guest with Mrs. A. J. Gardner and Miss Sarah Gardner.

Fred Watkins, who is enjoying a week's vacation, has gone to Long Beach to spend the week-end with friends.

J. C. Metzgar has gone to San Diego to attend the meetings of the secretaries of the Chamber of Commerce of Southern California. He is expected home tomorrow.

W. B. Tedford is expected home this evening from a two weeks' vacation spent in the northern part of the state. His daughter, Miss Marguerite,

Sick—but your check coming in regularly; NO need to worry if you

DOINGS OF CLUBS
PERSONALS

PLAY WHIST

Country Club Scene Pleasant Card Party, Twenty-four Couples Enjoy Evening

The cosy rooms of the Country club presented an animated scene last evening when twelve tables were placed for the enjoyment of whist. Roses made the rooms still more attractive and at the close of the series of games the prizes were awarded to Mrs. Edward McWilliams, Mrs. M. B. Lacy and Miss C. E. Dresser.

The gentlemen's trophies went to Fred Rafferty, Mrs. J. P. Hatzfeld, who played gentleman, and M. A. Yarnell.

Cooling refreshments were served during the evening, the committee in charge being J. C. Metzgar, C. S. Kendall and J. A. McFadden.

On next Tuesday evening there will be a card party at the club house.

AL FRESCO

Miss Mabel Haines Hostess to Party Friends at Dinner Thursday

Miss Mabel Haines, secretary of the Associated Charities, who is leaving soon for her home in Pasadena to spend her vacation entertained delightfully with an informal dinner party at her home, 441 South Birch street, Thursday evening.

The meal was served at fresco on the balcony, the guests enjoying to the full the lovely sunset and cooling breeze from the Pacific. Brown Betty formed effective table decorations. The guests were Mr. and Mrs. E. M. Nealey, Rev. and Mrs. N. A. Baker, Dr. and Mrs. R. A. Cushman, Mr. and Mrs. R. Clarkson Colman and Miss Beulah May.

The friends pleasantly passed the evening with pleasant chat.

—O—

WANTED—More apricot pickers and pitters. C. S. Minter, N. Bristol St. Phone 450-R3.

FOR RENT—Entire ground floor of the McCormick Block, 226 N. Main St. Good location for wholesale or retail business. See J. W. McCormick at Orange County Business College.

FOR SALE—New 1917 Ford touring car. Also 1916 Ford touring car. Call Sunday or Monday, 815 West Sixth St., Santa Ana.

WANTED—3 or 4-room furnished house or apartments with garage. Call J. C. P. Phone 516 North Main St.

FOR SALE—S.A.V.I. water stock for run No. 2. Phone 534-W or 229 Orange.

WANTED—To rent a small cottage close in. Will take for term if suitable. Apply 309 West Fourth. Phone 991.

FOR EXCHANGE—10 acres choice bearing budded walnuts; 100 acres with 1000 fruit trees; 100 acres, all cotton in Imperial Valley, \$9000. What have you for this? Address P. O. Box 233, Santa Ana.

FOR RENT—5-room modern new house, garage, fruit and chicken corral. 1116 West First.

A MOTHER DESIRES CARE OF SMALL CHILD by day or week; reasonable price. Address 1918 West Sixth St.

FOR SALE—Jersey cow, due to be fresh October 23. Phone 58-182, Orange, O. A. Halladay, Santiago Boulevard.

FOR RENT—Nicely furnished, white enameled sleeping room; very close in; excellent location. Phone 1449-W.

WANTED—Work in walnuts by six people. Phone 603-R.

FOR RENT—Furnished housekeeping rooms, \$8 and \$11, gas and electric lights included. Phone 399-M. 915 East Fourth.

WANTED—A 4-gang disc plow or a 4-bottom mouldboard plow; also a 2-bottom sulky plow. A. L. Taber, Corona.

WANTED—Office or library work by experienced woman. Write M. L. S., 1129 Orange Ave., Santa Ana.

WANTED—Work in walnuts by six people. Phone 603-R.

REGISTER, 1 year \$6.00
REGISTER, 6 months \$3.00
REGISTER, 1 year \$4.00

The above for \$2.75 cash, or \$3.00 on the installment plan of 50c a month.

REGISTER, 6 months \$3.00
Every Week, 1 year \$4.00

The above for \$2.75 cash, or \$3.00 on the installment plan of 50c a month.

FOR SALE—Good young horse, guaranteed sound and safe for a lady; fine driver and saddler. 321 Orange Ave.

FOR SALE—Large Satsuma plums, 1c per pound, delivered. Address E. H. Burrus, R. R. No. 1, Box 59, Santa Ana, Cal.

FOR SALE—Good team of work horses and good leather harness. M. N. Bolinger, half mile west Harper.

FOR RENT—105 Olive, five rooms, modern, \$11; also 918 West Pine, \$6.50. Water paid. Agents may rent.

FURNISHED FOR LIGHT HOUSEKEEPING—At 1998 East First St., Phone 323-J or 1218, five rooms, \$16; two rooms with kitchenette, \$9; water, gas and electric lights paid. J. A. Hankey.

CABINET and job work, carpentering and all kinds of repairing. G. R. West, 168 East Fifth St.

FOR RENT—721 West Fifth, corner lot, 3-room apartment; 1017 West Fifth, 5-room modern bungalow; garages and paved street. Phone 1358-J. Monday.

WANTED—3-room light housekeeping apartment by two men. Address E. Box 15, Register.

FOR SALE—White and Early Rose potatoes; been dug four or five weeks. Call Garden Grove 142.

FOR RENT—722 South Parton St., near High School, new 6-room bungalow, modern in every way. Look at it, then Phone 1515 or 538-J. Monday.

WHY NOT GET TWO MONTHS' TUITION FREE by enrolling for our fall course before August 1st? You can enter when ready. Orange County Business College.

2 Months Tuition Free
To all who register before August 1st for our year's course. Pay only a year tuition and a scholarship will be given you good for 14 months from the time you enter. This insures time enough to graduate. Most students require more than one year and extra time costs \$15 a month. Enroll now and save \$30. You can enter when ready. We grant vacations and extend time for all necessary absences of one week or more.

Positions for all graduates.

"Hair-A-Gain" Shampoo
and scalp treatment for men and women positively guaranteed to grow hair on absolutely bald heads. Complimentary trial treatment and scientific shampoo on request.

\$3.45
PETERSON'S
SHOE STORE
314 Sycamore St. Spurgeon Bldg.

Mrs. Cora B. Cavins
204 West Fourth St.

30 pairs men's dark tan English Shoes, with fibre soles, sizes 5½ to 10. A \$4.50 value, special at

Everyone Notices Them!

Warts, Moles, Superfluous Hair. We remove them permanently and painlessly.

Turner Toilette Parlors
Sanitary White Shop.

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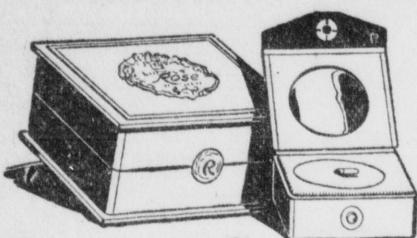
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Everyone Notices Them!

Introductory Offer —for— Two Weeks Only



RACARMA L'Esprit de Rose Face Powder

Each purchaser of a box of L'Esprit de Rose Face Powder will receive, absolutely free, a handsome Vanity Box, containing mirror, powder puff and powder, valued at 25 cents.

Remember this offer is for two weeks only and is made simply to introduce this well-known Face Powder to the ladies of this city.

L'Esprit de Rose Face Powder is one of the 180 Toilet Preparations of the famous Racarma line of "French Perfumes made in America". This soft, clinging, delicately perfumed Face Powder will not injure the most sensitive skin. Ladies of refinement and exacting tastes use it exclusively.

L'Esprit de Rose is handsomely boxed and sold in Brunette, Flesh and White shades.

This offer is for Two Weeks only, so secure this handsome and useful Vanity Box, to-day free of charge.

It is the most novel Vanity Box ever offered.

PARIS RACARMA DETROIT

Rowley Drug Co.

Fourth and Main Sts.

AT THE COURTHOUSE

AGREEMENT FILED IN SETTLEMENT OF CONTEST OF WILL

San Francisco Woman Gets Four-Fifths of the Estate Left By Suicide

Today there was filed the agreement that last March ended the contest of the will of William H. Hildebrandt, who shot himself to death at Aracne. While Hildebrandt was in the hospital he made a new will leaving his property to a relative, Mrs. Augusta Zumbeller of San Francisco.

A contest of the will was brought by the Shurbert minors, who live in the East and who would have received the estate had not the last will upset a former will. The contest was upon the ground of undue influence. In the settlement the minors get \$2000, which is about one-fifth of the estate.

For Administration
J. Nusbaumer, Jr., has petitioned for letters on the estate of Joseph Nusbaumer, who died on July 24. The widow and son are the heirs. William Rutan are attorneys for the petitioner.

Case Dismissed

Dismissal was entered today in the action brought by Edward Minter against F. H. Harmon for \$480, alleged to be due as commission on a realty deal at Encino.

Divorce Decree

An interlocutory decree of divorce was given Mardula James against O. G. James yesterday. Non-support was alleged.

Judgment Given

For divorce is brought by Grace G. Dunn against James A. Dunn, Jr. E. Tarver is attorney for the plaintiff.

Upon a Contract

Action to compel G. H. MacGinnis

TYPEWRITERS

You can have your typewriter fixed right at

Sam Stein,

by the Typewriter Inspection Company's inspector. Reliable work done at fair prices.

Machines for sale or rent. Supplies.

TYPEWRITERS

SAM STEIN SAYS
If it isn't an

ANSCO

it isn't the

BEST

You know what that means

OF COURSE

HOME ECONOMY IN BRITAIN WAS RESULT OF DEATH LISTS 'PRESS AGENT' OF BRITAIN TELLS VALUE OF WAR PUBLICITY

T. P. O'Connor Tells How Food Conservation Came to England

BY GEORGE MARTIN (United Press Staff Correspondent)

WASHINGTON, July 28.—England didn't abandon "its orgies of ostentation and luxury" until the death lists began to pour in from the trenches.

"Then the small sacrifices like style in dress and fancy foods came easy to them," said "Tay Pay" (T. P.) O'Connor, Irish Envoy to America, discussing Uncle Sam's food and supply conserving program here today.

The white-haired celt went on to tell more of what happened to the British housewife and other stay-at-homes, drawing comparisons with the same things happening in this country today.

He expressed keen interest in the government's plea to women to abandon their beloved "style" in dress and the appeal to men to curb their appetites at table.

"Luxuries in England have been practically wiped out," said he. "A few men still drink champagne now and then, but with a certain air of apology."

"The lesson I think one might draw from what is taking place in England is that self-denial has become easy to those outside the trenches largely because of the heroic sacrifice of those who are in the trenches."

"The war thus has had a great elevating influence on the morale of the nation. It has been a beneficent interruption of the great orgie of ostentation and luxury."

"Men's and women's appetites for enormous wealth and great expenditures have received a check."

"All these things will finally result in a more equitable point of view as to the distribution of wealth among different classes of society and pave the way for an approach to a more popular state."

"Dinners have been reduced universally to three courses. And you could not find a table, however hospitable the host or however wealthy, where today more than three courses are served."

"Many things considered indispensable are now surrendered without the least sense of self-denial."

"In the house of Commons we had to go three days without potatoes. After the first day nobody seemed to mind or indeed remember that we had no potatoes. We were quite satisfied with rice or turnips."

"Many men and women, some of them rather stout, have given up riding to and fro in taxicabs. Those who never rode in tubes or buses do so now, because they realize the number of drivers needed at the front."

RED CROSS WILL USE AMERICAN WAR DOGS

WASHINGTON, July 27.—The American dog is going to do his bit in the war.

Red Cross canines are in big demand on the western front. Wearing gas-masks, they go out between the trenches and locate unconscious wounded men in piles of dead.

The Red Cross establishment which will care for American wounded when the National Army starts pounding the kaiser would be incomplete without its quota of dogs. Plans are underway to have Uncle Sam's howlers take their place on the fighting line beside those of France and Great Britain, some of which have actually received decorations for their work under fire.

Several months of training is necessary before the dogs are ready for service. They must be taught to range the shell-swept areas of No Man's Land, hunting the wounded whom the busy stretcher-bearers could not at first glance distinguish from the dead. When an unconscious man is located, the dog is trained to carry his "tin-hat" or shrapnel helmet to the stretcher-bearers, and then to lead them back to where the sufferer is lying.

Many Red Cross dogs have been produced in England. As trench war has rendered them a necessity, a project is under consideration to train the American "Rovers" somewhere in the United States and to send them over with other Red Cross units. Blue-blooms are not the only ones needed. Yellow curs can do their bit for America also, if they have the spirit, and enough "dog brains."

2 DEAD, 2 INJURED IN BELVEDERE CRASH

SAUSALITO, July 28.—M. E. Jackson and Joseph Malone are dead today and Henry Gerdeau and Harry Morton are in a hospital today suffering from severe injuries, the result of an automobile wreck near Belvedere. A wheel of their machine collapsed while rounding a turn.

"You need not continue if you are frightened," said the judge to Miss Witten.

"I'm not frightened," she replied. "Let's go on with the story."

Before continuing the case the justice appealed to all in the court-room to "die like Englishmen" if they must die.

In Justice Darling's court the roar was deafening but court didn't adjourn for a moment. While the raid was at its worst he turned to the counsel and said: "The raid seems to be over. Let us go on with the case till it comes back."

In the Chancery Court, Justice Astbury interrupted to say: "I am told there is a raid going on. If you look out the windows you may see the aeroplanes." "Not interested," said the witness.

"Is that young man you are going with clever?"

"Clever. I should say he is. The other night when I was out riding with him he jolted three traffic police men out of making complaints against him for speeding."

Britain's Steps to Arrive at Present Methods of Handling News Told

NOTE—Its recent action in creating the office filled by Col. Buchan signalized the British government's final and complete recognition of the part played by publicity in war. Since the American government has yet to pass through some of the processes that brought the British government to this realization, the United Press asked Col. Buchan to write the story of the British government's struggle with its modesty—and suspicion. Col. Buchan is fitted for the undertaking because not only of his service at the front but because of his work as author of "The Battle of the Somme," "Nelson's History of the War," etc.

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Despite occasional mishaps and the fact that most of the thought given to publicity had to do with ways of suppressing it, the British army furnished the world with more details of its activities than did the other armies; vastly more than the German army did. For one thing exceedingly full dispatches were given to the press. General French even mentioned the fighting units by name—a thing that has since been discontinued for good military reasons. Complete casualty lists were published immediately, though this has not yet been done by the French army or the Russian army.

Scribes Still Distrusted
But the underlying distrust of correspondents had not abated; it remained at the high point reached in the Russo-Japanese war. To meet the obvious need of reporting to the people on the war's occurrences the plan of the Russo-Japanese war was tried, that of the "Official Eye-Witness." This plan broke down in short time.

In the spring of 1915 a complete change took place. First, correspondents were allowed at the front; a press chateau was established and press officers detailed to assist the newspapermen. The correspondents, however, were allowed to relate only what they could see for themselves and that wasn't as much as it might have been.

Confidence Established
A year later found the correspondents thoroughly established in the confidence of the army and their position entirely changed. It had been discovered that far from doing harm they were doing great good. Before the Battle of the Somme they had "dug themselves in" beyond the possibility of dislodging them—if any military man had so desired. They were told everything, they saw captured documents, they were taken to the best positions for observation and allowed the greatest latitude in their writing.

The correspondents may write practically anything that is not of value to the enemy. The result of the changed attitude toward news is that the fighting fronts have the following channels of publicity:

Haig's Dispatches
First—General Haig's Dispatches, surpassing those of any other commander for detail of information contained.

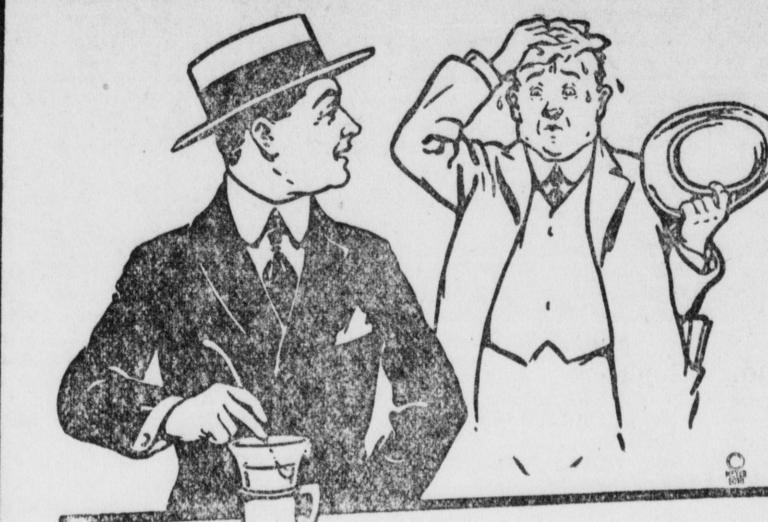
Second—Two daily communiques.

Third—The British newspaper correspondents, all distinguished men in their profession and the representative of the United Press and the Associated Press, stationed at the Press Chateau. Representatives of the allied and neutral press also have a detailed periodical to visit the front.

Fourth—Special articles by well-known writers, such as H. G. Wells and Arnold Bennett, and by representatives of individual newspapers permitted periodically to visit the front.

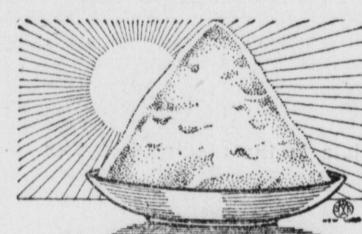
On Other Fronts
On other fronts of the British army the same general plan is carried out on a less extensive scale. With regard to the fleet, largely because of physical reasons, the communiques and official dispatches have to furnish most of the news, though many visits have been arranged for newspaper representatives.

This growth of an appreciation of publicity was not confined to the army and navy. The need began to be understood in other government branches and men were detailed to handle the work. As part of the present Prime Minister's overhauling of the government, a Director was created for the business of propaganda and publicity. The decision as to what can be published about the fight lies ultimately in the hands of the War Office.



IT'S ICE COLD

Every Drink You Get at our Fountain is not merely Cool—it's as Cold as Ice can make it—You know there's a Difference.

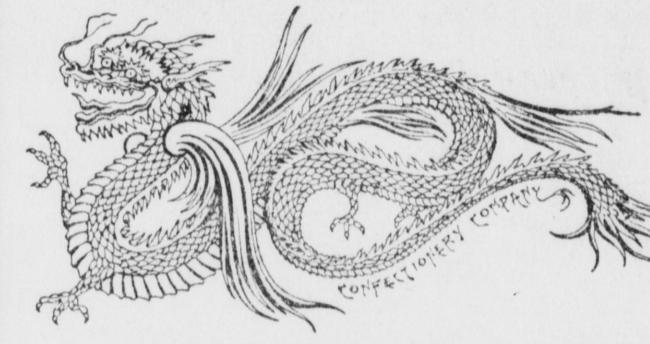


Not the least shadow of doubt about The Purity and Wholesomeness of Our Ice Cream.

Ice Cream and Ices

Take home with you for your luncheon or dinner, a carton of our Delicious Ice Cream or Ices—nothing more refreshing or tasty in hot weather.

SPECIAL--Fresh Peach Ice Cream



HOME-MADE BURNT SUGAR CAKES

If you want something extra good, try these tasty cakes.

SPECIAL DELIVERY OF DRAGON ICE CREAM AND ICES

We make deliveries of Ice Cream, Ices, Sherbets or Frozen Puddings up to 1 o'clock on Sundays.

and the Admiralty, but just as it is the business of the Treasury to watch all other departments to promote economy, it is the business of this office to watch all other departments to make sure that interesting information of value to the allied cause is issued without delay.

Forgets Main Issues

In the fog of a great war the popular mind is often apt to lose its sense of proportion and forget the main issues. It is the business of the Department of Information to try, as far as possible, to keep before the mind the essential questions of the war and the true position of affairs.

Little News Withheld
But there is extremely little information withheld from the public, if it can stand the acid test: "Will it benefit the enemy?"

The breaking down of old prejudices and old traditions in regard to publicity was not accomplished without heartburnings in the breasts of many officials, but the fact that they have learned as fast as they have can say exactly what kinds of information may be of use to the enemy. Take the matter of mentioning the smaller fighting units, which General Headquarters

LEUTENANTS ARE TO TAKE TESTS MONDAY

Commencing Monday, First Lieutenant A. K. Ford and Second Lieutenant C. D. Swanner of Co. L, Seventh Regt. N. G. C., are to take examinations at Camp Arcadia to determine their fitness for continuing the offices they hold should their regiment be ordered to France. Capt. N. M. Holderman has already taken the examinations, and has passed them.

A Drawback

The photographers' club I belong to is going to have a debate.

"Can't be done."

"Why not?"

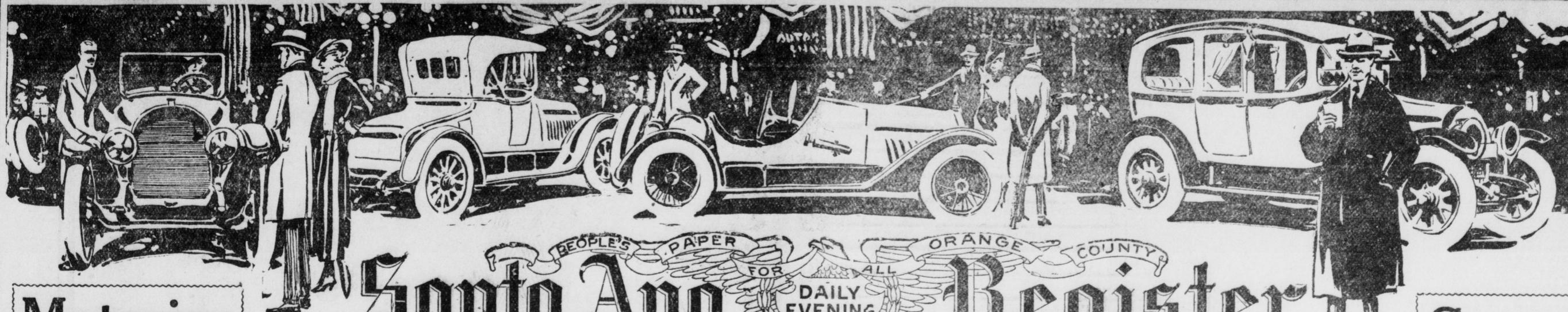
"Because every man in the club will want to take the negative side."

Do You Need a Beach Cottage?



Where you and your family can spend a few weeks during the warm summer months.

Only a few days or perhaps a week end will send you back to your work refreshed and much more efficient.



Motoring

Santa Ana Register

Sports

SANTA ANA, CALIFORNIA, SATURDAY EVENING, JULY 28, 1917.

TOURED STATE AT TOTAL COST OF \$12 PER WEEK

R. S. Daly and Wife Find Traveling Cheaper Than Staying at Home

That a man and wife traveling by auto and equipped with a camping outfit can tour the state at less expense than the average weekly cost of living at home, is the experience of Mr. and Mrs. R. S. Daly of San Francisco, who are now stopping in Santa Ana for an indefinite time. On an eight weeks' jaunt, \$12 per week paid every expense—gas, oil and food.

Daly is an employee of one of the big newspapers of San Francisco. He has been pounding a "word factory" for many years. By way of diversity and to get in touch with actual farming conditions in the southern part of the state, he is now connected with the California Packing Corporation, being field manager for the local cannery owned by the corporation. He is the right hand man of Ed J. Kitterman, superintendent of the local plant, the two gentlemen being old friends. When the season is over he will return to his newspaper work.

Daly and his wife left San Francisco in a four-cylinder Oldsmobile on May 6 last, for a little recreation and tour of the state. They came down the coast road and went to the border at Tia Juana. It was while returning north that Daly ascertained that his old friend was located in this city, and stopping here for a brief visit was offered the position of field manager here during this season. He decided to accept the place, and continued his journey north.

He turned the nose of his Oldsmobile north over the valley route, going as far north as Lake Tahoe. On the trip to the latter point he followed snow shovels for several days, his car being the second to reach the resort this season. When he and his wife dropped into Lake Tahoe the thermometer was hovering around zero and one night's stay was sufficient. They left the following morning for the Yosemite Valley, going from zero weather at Lake Tahoe to 115 degrees in the shade at Madera, from which point they went into the Yosemite Valley. They passed a week in the valley.

They traveled a distance of 2,106 miles between the time they left San Francisco and the time they returned to Santa Ana, being out eight weeks. They never stopped at a hotel, and they never passed an uncomfortable night.

The Olds never whimpered on the entire trip, the engine sung its merry song all the time, without adjustment of any kind. Never a puncture, never a blowout, never a thing to mar the pleasure of the couple on the long drive.

"It's the life," says Daly.

DISTRICT ATTORNEY MAKES DISCOVERY ON OPERATION OF AUTO

District Attorney L. A. West has made a discovery.

Listen to West discuss automobile operation.

"I always thought that the differential, the transmission and the carburetor were the essentials to the operation of a car," said the popular legal adviser of the county today. "However, since becoming the possessor of one of these toy-givers and lost health restorers, I find that a book is an indispensable adjunct to one's equipment for its operation."

West's comment on his observations was made following the production of his book to pay a bill contracted for supplies for his car.

DAVIS ESTABLISHES BRANCH AT ORANGE

Charles L. Davis, local Chandler and Oakland agent, is opening a branch in Orange. He has secured display room in the Winterrowd garage on Chapman street. E. A. Irwin will have charge of the sales end of the Orange branch.

THREE-PASSENGER HUP DELIVERED THIS WEEK

Otto Haan and Fred Medbery, of the Cadillac Garage Company, are moving Hupmobiles with considerable regularity, and have passed a number of cars to new owners since they took the agency a few weeks ago.

J. H. Meford is the latest acquisition to the ranks of Hup drivers, and he this week received one of the three-passenger roadsters being manufactured by the Hup Motor Company.

W. J. Morrow has come here from Los Angeles to accept the position of bookkeeper at this garage.

HOT DAYS FAIL TO KEEP GOLF 'BUGS' HOME

Orange County Country Club Links Well Patronized During Summer

The present summer season is seeing but slight diminution in interest in golf at the Orange County Country Club links on Newport bay. The number of players on the course from day to day during the hot days compares more favorably with attendance during previous summers.

No tournaments are being staged at this time, but occasionally there are so many golfers on the course that the impression might be gained that an Association match was in progress.

The summer, too, is helping to spread the fame of the Orange county course for the reason that members of other clubs in Southern California, visiting at Balboa and Newport, avail themselves of the course on the bay whenever so inclined.

The Orange county course was never in better shape than at present.

Robt. E. Reid, Lee Collins, E. B. Stanley, F. B. Browning, A. C. and C. G. Twiss are among the "regulars" who decline to allow the hot weather to interfere with their keeping in form.

Among those who have recently taken up the game with avidity is George S. Briggs, who, when unable to find anyone to go around with him, plays all by his lonesome, which proves that he has the "bug" well developed.

PRETTY ACTRESS IS NOW AUTO MECHANIC

Miss Lillian Johnson of Portland, Me., was born in Gotenberg, Sweden, twenty-one years ago. Formerly she was on the vaudeville stage, but her health gave out and she took up book-keeping. This also proved too exacting, so she decided to learn the trade of a machinist. She now is a full-fledged machinist and has been employed as one for more than two years.

There is nothing manly about Miss Johnson, those who know her say. She is a pretty, auburn-haired girl, 5 feet, 4 inches tall. She does all her own sewing, plays golf rather well, rides, plays tennis, swims and is, in short, an all-round athlete. Naturally she can drive a motor car, and just now she wants to join the aviation corps and help win the war.

FORD GARAGE TO FEATURE ITS ACCESSORY LINE

Improvements Being Made to Better 'Merchandise' Its Large Stock of Goods

That it may better "merchandise" its accessories and enlarge this department of its business, the Ford Sales and Service Company is spending between \$400 and \$500 in making alterations in its plant at the corner of Sixth and Main streets. The stock room is to be moved to the rear of its present location and the space devoted to the stock room will be utilized in displaying accessories. Several show cases will be added and the front part of the display room will be made more attractive.

The company is also enlarging its stock of Ford parts.

ANAHEIM MEN MAKE RUN ON DESERT IN MACHINE

F. P. Taggart of Anaheim, Calif., accompanied by a Mr. Houser and a Mr. Bruce of the same city, last week made a run of over 483 miles of desert roads in twenty-five hours with a Chevrolet Four-Ninety touring car.

Leaving Anaheim at 6 o'clock in the evening, the run to San Diego was made in 3 hours and 49 minutes. From San Diego to Imperial Valley was the next stage of the run and the Crevrolet party reached Imperila at 4 o'clock in the morning. The return trip was made over the desert road to Mecac and Palm Springs to San Bernardino, reaching Anaheim that night before midnight.

Distillate was burned on the run and the car averaged 24.7 miles to the gallon. Two quarts of oil were used, making a total cost for fuel and oil of \$2.35 for the three passengers, or 78c for each passenger for the 483 mile run.

KREIGER TO OPERATE REPAIR SHOP ON W. 4TH

A. W. Kreiger, who has held the position of foreman in Layton Bros.' repair shop, has rented the West End Garage at 601 West Fourth street and gone into the repair business for himself. He will make a specialty of Maxwell service and repairs, in which line he is expert, having worked for the local Maxwell agency during the past two years. He states that Maxwell owners will be given the best of service.

SAVAGE TIRE CO. ADDS REPAIR MATERIALS

A complete repair line—everything that the repair man or the vulcanizer needs—is now manufactured at the Savage San Diego plant. The line includes valves, valve bases and parts as well as a full line of fabrics, pure gums, and cements. The repair material department is run in conjunction with the other departments of the Savage Tire Company. R. Shanholtzer has been appointed sales manager of this department.

Mr. Shanholtzer was engaged, until a few weeks ago, in the auto accessory business at San Bernardino.

"Shan," as his friends like to call him, is probably one of the best known auto accessory men in Southern California.

According to P. W. Riden, the general sales manager of the Savage Tire Corporation, the repair material line as well as the Thurston Motor Fuel Gasifier was added with the idea of giving better service to users of Savage tires and tubes, as well as to increase the Savage lines for Savage distributors.

WASHINGTON REQUIRES TRAILER LICENSES

Owners of trailers for motor trucks in the state of Washington should have licenses for their trailers, as the new code, which went into effect on June 7 provides that such vehicles must be licensed. The old law required them to be licensed according to capacity, but inasmuch as they usually were hooked on behind passenger cars, few were taxed. The new law requires a license based on the capacity of the truck. The regulation in regard to headlights is also in force now. The light must not show more than 42 inches above the ground.

POLYTECHNIC HIGH SCHOOL BASKETBALL TEAM



FRANKLIN RUNS 1600 MILES ON ONE GALLON OF OIL

Seattle Tourist Makes Remarkable Mileage With Series 9 Touring Car

"The hot weather doesn't bother me one bit with this car."

Such was the expression yesterday of T. R. Turner at the garage of the Layton Bros., where he stopped for a short time to have the battery of his Series Nine Franklin touring car tested, and the remark followed his statement that he was going from here to San Diego, then down through the Imperial Valley into Arizona.

Turner is a prominent resident of Seattle, where he is secretary of the Chamber of Commerce and is identified with several financial institutions. He is accompanied by his wife and two lady friends.

He is a keen business man, and methodical, hence he knows just what his car is doing in the way of gasoline and oil consumption. He keeps the record all the time.

With four passengers and full camp equipment, his Franklin averaged 26.4 miles to the gallon of gasoline on the run from Seattle to Santa Ana. Many side trips were made coming down and a total mileage of 2,400 miles was recorded on the speedometer between Seattle and Santa Ana. Another remarkable record was made on oil—1,600 miles to the gallon.

The Chamber of Commerce secretary had hardly "warmed" his machine before leaving home, having driven it about 700 miles. The big record on gasoline and oil, considering that the car was new when the party started, is considered remarkable.

HUDSON MOTOR POWERED BOAT IN BIG RACE

PACKARD MAKES 124 MILES PER HOUR

NEW YORK, July 28.—What are probably new speed marks for 1, 2, 4 and 6 miles for cars over 300 cubic inches displacement were made recently by a Packard equipped with an aviation twelve cylinder engine, when it made these distances, respectively in 29.35 seconds, 58 seconds, 1 minute, 57.15 seconds, and 3 minutes 20 seconds, averaging 121, 124, 122, and 120 miles per hour respectively.

The Brooklands record of 29.01 for the mile made by Hornsted in a Benz, June 24, 1914, still stands, but the 2-mile mark of 58.99 made by him the same year has been bettered.

The best American track records for those distances previous to this time were 31.3 seconds, made by Oldfield in a Christie at Tacoma, July 5, 1915, for the mile; 1:10 for 2 miles also by Oldfield in the same car at Tacoma; 2:30 for 4 miles made by Resta in a Peugeot at Sheephead Bay, October 9, 1915.

But for tire trouble new world's records from 10 miles up probably would have been made and it is the intention of J. G. Vincent, designer of the engine, again to hold tests on the same speedway at which time he will go after the long distance records, many of which are held by a Sunbeam, driven by Chasseigne and Resta in 1913. The 4 by 5 engine used is slightly changed from that described recently in the Register. It has steel cylinders and there are a few minor changes.

During this test the car was driven near the top of the track, its position being marked off by Mr. Vincent, it being figured that the car was actually making 10,845 feet to each lap of the 2-mile course.

ILLINOIS 60 MILLION ROAD FUND WORKING

CHICAGO, July 28.—The official machinery of the \$60,000,000 good roads project in Illinois has been completed and will be put under way at once. Governor Lowden has named the members of the Board of Highway Advisors. They are Robert Lee Clarke, William D. Edens, Chicago; Homer J. Jice, Greenview; Joseph M. Page, Jerseyville, and A. R. Hall, Danville. This commission operating under the new consolidation law will exercise a general supervisory direction over the construction, improvement and maintenance of all state highways.

The sales manager is provided with thumb tacks of different colors and these are placed on the map. One color displays the number of prospects, another the 1917 Ford cars in the district, another the old Ford cars, another the makers of cars, and a last tells those residents who have no cars. After the map is thus arranged the sales manager must fill in a blank sheet enumerating the same data as is told by the thumb tacks on the map. This is then sent to the Ford Motor Co. and informs it of the exact situation in every territory.

FORD LAUNCHES NEW MERCHANDISING PLAN

DETROIT, July 28.—The Ford Motor Co. has inaugurated a new policy for merchandising Ford cars by which the sales manager of each Ford agency must intensively cultivate his territory. The plan comprises a map which shows clearly each township in the agency, the sections of the townships and practically every resident.

The sales manager is provided with thumb tacks of different colors and these are placed on the map. One color displays the number of prospects, another the 1917 Ford cars in the district, another the old Ford cars, another the makers of cars, and a last tells those residents who have no cars.

After the map is thus arranged the sales manager must fill in a blank sheet enumerating the same data as is told by the thumb tacks on the map. This is then sent to the Ford Motor Co. and informs it of the exact situation in every territory.

TUSTIN TO BATTLE NELSON, PRICE CLUB

The Tustin ball club tomorrow afternoon will play the Nelson and Price team of Los Angeles, on the Tustin diamond.

Tustin now heads the league, with these teams following, in the order given:

Patton, Standard Oil, P. E. Trainmen, Nelson and Price, Sneed Billiard Parlor, Norwalk, Solomon, Penny Dance Hall, Van Nuys, Weber Baking Company, Frumento Brothers, San Bernardino.

MOTOR MANIKINS ARE FEATURED IN MOVIE

Motor cars will be featured in the new patriotic film of Bryant Washburn, called "The Man Who Was Afraid." The hero, mama's boy, is spurned by his sweetheart and friends, but his spirit is aroused and when he awakens to war he appears with his sweetheart racing in cars for the fighting line. The far away effect is obtained by the use of the two Hartford Shock Absorber toy cars which were exhibited at the national motor shows in New York and Chicago. The manikins, Mr. Rough Rider and Miss Smooth Rider, the former in regulation army uniform and the latter as a nurse, represent the hero and his sweetheart.

WASHINGTON REQUIRES TRAILER LICENSES

Owners of trailers for motor trucks in the state of Washington should have licenses for their trailers, as the new code, which went into effect on June 7 provides that such vehicles must be licensed. The old law required them to be licensed according to capacity, but inasmuch as they usually were hooked on behind passenger cars, few were taxed. The new law requires a license based on the capacity of the truck. The regulation in regard to headlights is also in force now. The light must not show more than 42 inches above the ground.

PREST GOING TO FLY AT SEAL BEACH SOON

SEAL BEACH, July 28.—A contract has been signed which will bring Prest, aviator, to Seal Beach, for three engagements, August 5, 12, and 19 respectively.

During his engagement Prest will try for the altitude record.

SEMI-PRO BALL LEAGUE TORN BY DRAFT

SPORTS

By H. C. Hamilton

NEW YORK, July 28.—They say they never come back, but Old Rosebud did. He did it so effectively he has been handicapped at the top in several races this year and is recognized as one of the best horses on the American turf.

Old Rosebud's trainers tell an interesting story of his comeback.

A strained tendon, which bowed the horse's left leg first took him out of training and he was out for a year before he again attempted to run. The same old malady came back.

Then the famous winner of the Kentucky Derby several years ago was taken to Kentucky, where he was allowed to roam at will over a huge farm. There he went to Texas. Flies and gnats were very bad. Associating with the draft horses and other stock on this Texas ranch, Old Rosebud followed them when they went to a stream and stood all day long, at times, to escape the insects.

"I believe the water was just as much responsible for the comeback as anything I did," his trainer declared.

Chief Meyers, Indian catcher, is believed to be slated for release, by President Charles Ebbets of the Brooklyn club.

Meyers has been slowing up for some time and the old-time wallops from his stick are not so prevalent. Release probably would mean retirement for the famous Mission Indian, for he has received good salaries from the clubs he has played with and never has been a spendthrift.

NEW METHOD FOR TIGHTENING WHEELS

The tightening of loose wheels has always been a job for the blacksmith or some other mechanic. But in recent years a new method has been evolved—quicker, easier and cheaper, it is claimed.

By this method anyone can tighten loose, shrunken wheels. It requires merely squirting a liquid compound known as "Spoktite" into the cracks caused by shrinkage. This can be done without removing the wheels or any part of them.

The liquid penetrates the wood and swells it to its original condition, making all parts fit as tightly as when new. This method has several advantages over the other way. First, it keeps the wheels from shrinking and loosening again. Second, it prevents further swelling in wet weather. Third, it costs only about twenty-five cents per wheel, since a dollar can well tighten four wheels. Fourth, it takes but an hour to tighten all four wheels.

Spoktite is the product of the Liquid Wheel Tightener Company, Modesto, California. The company has established branch sales offices in Boston for New England territory and in New York for other Atlantic Coast states. The compound is distributed through jobbers from coast to coast, and sold to consumers through garages, auto supply and hardware stores.

TRACTORS LOANED TO FARMS BY N. Y. BOARD

ALBANY, N. Y., July 28.—New York state is giving a practical demonstration of how to co-operate in more intensive agriculture and food conservation connected with the war. The state has a commission known as the New York State Food Supply Commission. This commission purchased forty-one farm tractors, thirty-six of which have already been permanently loaned to responsible organizations throughout the entire state. The state purchased these machines with three objects in mind:

1—To increase the crop production throughout the state.

2—To prove the feasibility of the plan of aiding agriculture in this way.

3—To ascertain the adaptability of the tractors to the various sections of the state.

The plan of the food commission for loaning these tractors to different organizations is as follows: The commission will loan a machine to any organization of responsible farmers provided they will agree to all conditions imposed by the commission. The commission makes a charge of \$150 for a two-plow outfit, and \$175 for a three-plow outfit, covering its use up to December 1, 1917. This charge is supposed to cover mechanical depreciation only.

Farmer organizations receiving such a machine must hire a competent operator, purchase all fuel and oil, make all necessary repairs, and then charge the farmers for whom they plow so much per acre or per hour to cover the expense of the operation.

The New York State Food Supply Commission has gone further in that it has purchased three power ditching machines to be used throughout the state.

A still further example of the war activity of this commission is the purchase of power potato spraying machines, to be rented to farmers now raising potatoes in greater quantities than formerly, but in such quantities as not to warrant purchasing a machine of this type.

YANKEE BUS USED IN MERIDA, YUCATAN

The first motor bus for use in Merida, Yucatan, arrived recently from the United States and has been put in operation. The city of Merida is well adapted to the bus, as it has about 14 miles of excellent pavement.

Automobile Tire Co.

Sixth and Olive Streets

LOS ANGELES

F3737, H. A. Demarest, Edwy, 4049, 533 Van Ness Avenue, San Francisco, 1776 Broadway, Oakland. Second and B Streets, San Diego. Hotel Firend Building, Fresno. The Oldest Automobile Tire Jobbing Company in the United States and the Largest in the World. Open Sundays and Evenings.

Non Skid Prices in Proportion

We Guarantee

Prices subject to change without notice

Automobile Tire Co.

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Non Skid Prices

NEW TYPE BUICKS MOVING FAST IN S. A. AND VICINITY

Two Seven-Passenger Placed
in Hands of New Owners
by Local Agency

Two of the Buick's new type of seven-passenger cars have been sold and delivered by the Orange County of the first demonstrator a few days ago. The machines went to Louis Jacobson of this city and P. W. Ehien of Orange.

Others of the new models being put out by the Buick factory are expected soon.

The seven-passenger is a classy car and is right up to the minute in automobile style. It is equipped with a sixty horse, improved type overhead motor. The body has a great deal more room than the former model and Timkin bearings have supplanted balls in the wheels. The car sells for \$1,645 here.

MAKING SOCKET WRENCHES

The making of socket wrenches is comparatively easy for any motorist disposed at all to tinkering about his garage. All that is necessary is to secure several pieces of pipe of different diameter to fit various sizes of nuts. As an example, if it is desired to make a wrench for a nut which measures $\frac{3}{4}$ inch diagonally, obviously a pipe of

$\frac{3}{4}$ inch inside diameter must be used. Having obtained the various sizes of pipe, you can proceed to form them into the desired shape. First insert the nut into the end of the pipe. Two or more nuts used in this way will give a longer depth to the mouth of the wrench. The next step is to flatten the sides of the pipe. This can best be done in a vise. Two sides will, of course, be flattened at the same time and by turning the pipe a quarter turn, the remaining two faces can be forced into the desired shape. A little hammering on an anvil might also help to smooth up the job. By tapping the sides of the pipe the nuts will drop out, or they can be poked out with a screw driver or iron rod. If circumstances permit, the mouth of the wrench should be case-hardened, which will add materially to the wearing qualities.

After the pipe has been cut to the desired length a $\frac{1}{4}$ inch hole is drilled in the opposite end and a short length of iron rod used as a handle.

MEXICO REVOKES PART OF AUTO DUTY LEVY

LAREDO, Tex., July 28.—As a result of strong protest on the part of motor car dealers of Mexico, the federal government of that country has revoked that part of its import taxation decree which placed an import duty of 60 cents Mexican gold per kilo of 2.20 pounds on motor cars. This duty was to have gone into effect on July 1 and the knowledge that the heavy tax was to be imposed caused a great rush of shipments of cars into Mexico from the United States during May and June.

The duty would have been practically prohibitive as it meant that a car of the weight of 1000 pounds would have had to pay import duty amounting to \$450 Mexican gold, which is about \$225 American money.

The larger and heavier cars would have had to pay a still greater amount of duty which would have prohibited their sale.

AUTOMOBILE DIRECTORY

The following is a ready reference list of experts in all lines connected with the auto trade—Garages, Repair Shops, Vulcanizing, Radiator Repairs, Auto Painting, Tires, Springs, Welding and Supplies.

MAXWELL Service Station and Repair Shop.

Our specialty is Expert Repairing of Maxwell Cars.
WEST END GARAGE

A. W. Kreider, 601 West Fourth St.

THE HIGHEST REPUTATION ON THE PACIFIC COAST

Perfection Gasoline; Gem Kerosene; Distillate and Dome Oils and Greases.
Use them once and no others will satisfy.

PINAL-DOME REFINING CO.
Main Station, Sixth & Bdwy.



FORD OWNERS

Our Specialty is Ford Repairing and Overhauling. Our prices are right and all work is Guaranteed.

We carry a complete line of Ford Parts in stock.

Give us a trial and be convinced.

SPECIAL FORD CYLINDER OIL, 5 GALLONS \$2.25

WEST END GARAGE

Phone Pacific 1260 601 West Fourth Street, Cor. Van Ness

Coll Springs a Specialty. General Blacksmithing. Iron, Steel and Blacksmith Supplies.

TOWNER & HARTLEY

Automobile Springs. Auto Forging and Body Work. Trailers and Farm Implements Built to Order. Heavy Forging and Well Tool Work.

Santa Ana, Calif.

111 North Main St.

RADIATOR TROUBLE?

RUTLEDGE REPAIRS RADIATORS

Windshields, Lamps, Tanks and Fenders. Satisfaction Guaranteed.

AUTO SIDE LINE SHOP

521 North Main St. Res. 606 Orange Ave. Phone Pacific 1339.

THE UNIVERSAL SUCCESS OF MILLER TIRES

is catching on in Santa Ana. 12,000 to 18,000 miles looks mighty good to auto owners.

MODERN VULCANIZING WORKS

We are headquarters for expert vulcanizing and re-treading.

Pacific 1181.

MILLER'S CARBURETOR SOLVES

The High Cost of Driving

Will vaporize either distillate or gasoline.

Special Ford Distillate Outfit.

Dick's Auto Station

Phone 526.

Distributor. 419 West Fourth

The Only First Class Automobile Paint Shop

In Orange County.

WALLACE E. GIPSON.
417-419 West Fourth.

French Street Shoeing Shop
F. T. DEAVER, Prop.

General Blacksmithing,
Also Forging and Spring Work.
All Kinds of Wood Work,
Expert Workmanship. Satisfaction
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WORLD TRAFFIC BY AIR AFTER WAR SEEN BY MONTAGUE

Briton Forecasts Vast Travel
In Empyrean When the
Conflict Ceases

LONDON, July 28.—World traffic by air after the war and a great expansion of the airplane industry is predicted in an address delivered recently by Lord Montague. In the speaker's opinion there will be such a development of air travel at the close of the war that it is time already to consider how routes shall be defined and kept and how the best use may be made of the present knowledge of the air currents of the world.

Lord Montague foreshadowed the day when travelers from England will save eleven days in the journey to India and twenty-three to Australia, when airplanes will cover a regular average of 1200 miles per day, and when traffic will be regulated in a series of air levels of 2000 feet each, private planes up to 2000 feet, commercial planes in the next level, "ordinary flying" together with fast commercial machines in the next, then the official planes of each nation, from 6000 to 10,000 feet, including those of the air police who will dive down on offenders in the lower depths, and finally the levels about 10,000 feet, which would be used for international travel.

Postal Service Use

There are many signs that after the war an effort will be made by all civilized nations to develop a regular postal and commercial communication by means of the air. The British Empire is in a peculiarly favorable position for the development of imperial aviation according to Montague, for its widely separated possessions would enable its air traffic around the world, over land and sea, to proceed without asking for concession from other nations. There is a chain of imperial landing places southward and eastward from Gibraltar, about 900 miles from London as the plane flies, toward the Cape, to Egypt, India and the Australasian Dominions. The nearest points between the North American continent and Europe, the west coast of Ireland and the east coast of Newfoundland are also both within the Empire.

For some time to come flying would be more easy over land than over sea, states Lord Montague, owing to the existence of well organized landing places at fairly close intervals. As regards overseas flying, it is unlikely that straight line routes between place and place would be ordinarily adopted. Allowance will have to be made for air currents and their direction, and the study of these is going to be of supreme importance. An airplane flying the 1800 miles between St. John's, N. F., and County Kerry at 80 miles per hour and with a 30-mile wind would do the journey in about 16½ hours.

The land routes would probably be the first to be organized. Passenger services over long distances would only be conducted by day, but mails would probably proceed continuously. On the assumption that the stage-by-stage system, as against continuous flying, would be adopted for passenger service, time tables for two routes to India and beyond, from Peshawar and Karachi, respectively, to and from London, were given by Lord Montague in his address.

Lord Montague said that he would limit the claim to the privacy of the air above property to 2000 feet; above that private level would be commercial level, from 2000 to 4000 feet; the zone would be used only by vehicles with silenced engines and with a maximum speed of 80 miles per hour. The next level would be between 4000 and 6000 feet for planes also silenced, but with a speed varying from 80 to 120 miles per hour. This level would be for the general air traffic for ordinary flying and also for fast commercial traffic. From 6000 to 10,000 feet the level would be reserved for the official planes of each nation.

These levels would be used by the naval, military, and civil forces, and by police planes, for air police would be needed in the same way that policing of routes by land and sea are now necessary. Specially authorized pilots, and perhaps postal services, would also use the 600 to 10,000 feet levels, where the international levels would begin. Levels above 10,000 feet would be internationalized.

In defining the routes chosen over continents the long and proved experience of the sea could be followed. On the right hand, or starboard side of all routes from the west to the east, the direction in which the earth turns, there would be round marks—a white ring, containing a black center, while on the left, or port side, would be checker marks, square in shape. At sea a system of large buoys might be necessary.

At night routes should be defined by a continuous white light on the right, or starboard side, and red and white alternating lights on the left, or port side.

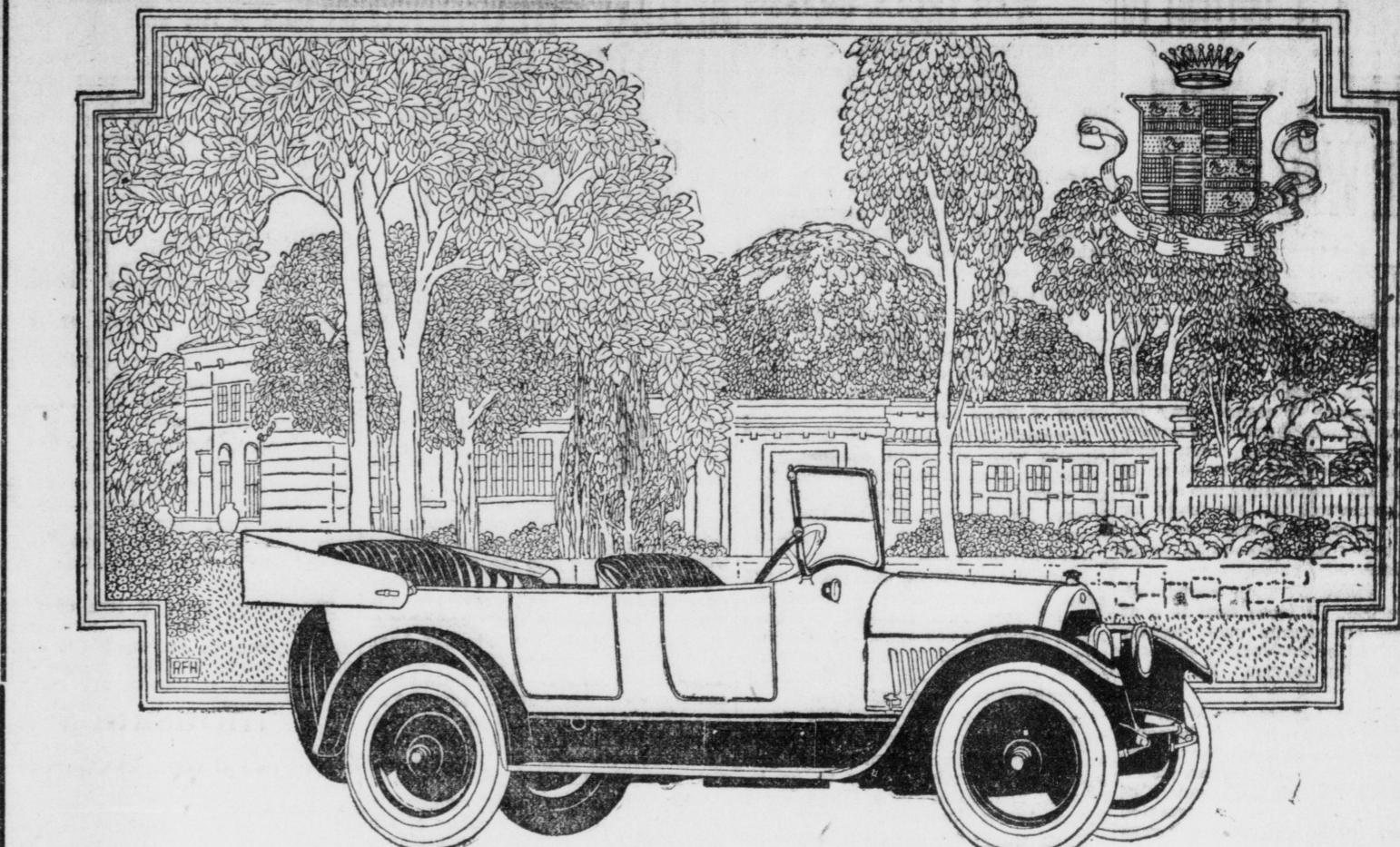
Aircraft would be identifiable by the use of the nationally arranged colors of each country for those engaged in official service. Private planes should be white, and commercial planes red. All planes, official or private, would be numbered and lettered after the system arranged for international motor car touring.

Influence of Automobile

The influence of the automobile upon road improvement is constant and omnipresent. It reaches the remotest rural regions and tends to convert bad roads into good and good roads into better.

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We believe this new
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The new Cadillac adds honor to a long line
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F. M. MEDBERY

OTTO R. HAAN

Santa Ana

At the Traps

BY HARRIET D. HAMMOND

(The writer of this article—Miss Hammond—is the woman's trapshooting champion of Delaware. She has won the title two years in succession. Miss Hammond formed the first woman's trapshooting club in America and is an authority on trapshooting.)

The sport of trapshooting, by reason of its fascinations and health benefits, is fast becoming one of the most popular sports among the outdoor sport-loving women of the country.

It is not nearly so strenuous as golf and tennis, and the improvement in the manufacture of ammunition and guns has been so wonderful in the last few years that there is no longer need for any fear or dread of the shot gun.

The so-called "kick" is a thing of the past, and it is now possible for the most refined and sensitive woman or girl to learn to shoot without the slightest injury or shock to her nervous system.

Trapshooting, which combines sport with fresh air and sunshine, has brought the roses to the cheeks of many pale, delicate women. It stirs up the circulation, strengthens the nerves, quickens the eye and brings all the muscles into play; in fact, an afternoon at the traps is the next best thing to an osteopath or massage treatment, it is so wonderfully invigorating and refreshing. Physicians are most enthusiastic over trapshooting and endorse it as a most healthful sport for women.

Should Have Gun that Fits

Of course, the well-fitting gun plays an important part in the sport, and when a beginner is taken out for her first try at the flying clays, care should be taken that she does not attempt to use a gun that is too long in the stock for her.

The stock of her gun should be short enough to fit comfortably and easily against her chest, and not out on her arm, where the slightest bit of a recoil will bruise the soft muscular tissues and cause a black and blue spot that is not at all dangerous, but looks very formidable to the novice.

Until the muscles of her arm become accustomed to the weight of her gun, it would be well for the beginner to start with a small-bore shotgun, preferably a 200-gauge. A well-balanced gun of this bore will shoot just as easily as the standard 12-gauge trap gun, and will be much easier for the beginner to handle. In a short time she will have become so accustomed to the weight of this gun that it will seem like a toy to her and she will ask to be promoted to the larger bore gun.

Should Have Individual Instruction

Every novice should have individ-

ual instruction. Give her all the time she wants and make sure that she assumes a correct position and knows her gun perfectly before you allow her to shoot. This may seem to take up a lot of time at first, but it will pay off in the long run.

The first rule of trapshooting correctly learned will follow the shooter all through her trapshooting career, and she always will be master of herself and of her gun, no matter what kind of a tournament she may take part in.

She won't hold the men back and make them wish she was anywhere but in their squad, for when they find out that she always lives up to the rules and can shoot just as fast as they can, they will not only be glad, but proud to have her line up with them at the traps.

Women are no longer content to stay in the house every afternoon and sew or crochet. The spirit of sport has gotten into their blood, and they want to get out and drink in the fresh air and sunshine and do something to develop their muscles and make them stronger mentally and physically, and there is no better sport in the world for just this sort of development than trapshooting.

NATION'S WOMEN RALLY TO SIGN FOR WAR DUTY

NEW YORK, July 28.—The organization of the women's power of the country under the woman's committee of the Council of National Defense has spread so rapidly in two months that today the work of the registering in a woman's volunteer army for service has actually begun. A national registration card has been prepared. The enlistment is to be made as fast as the state divisions of the woman's committee can get ready for them. In scores of places today the women already are demanding registration blanks.

June 5, 10,000,000 men registered. It was the law. It looks now as if at least 20,000,000 women may register before the end of the year in this volunteer army for service. No law is necessary.

The National League for Women's Service was organized in January, 1917, with headquarters in New York. Its object is "to co-ordinate and standardize the work of the women of America along lines of constructive patriotism; to develop the resources and to promote the efficiency of women in meeting their everyday responsibilities to home, to state, to nation and to humanity; to provide organized, trained groups in every community prepared to co-operate with the Red Cross and other agencies in dealing with any calamity—fire, food, famine, economic disorder, etc., and, in time of war, to supplement the work of the Red Cross, the Army and Navy and to deal with the questions of woman's work and woman's welfare."

The responsibilities and interests of women have been divided into national divisions: Social and welfare, home economics, agriculture, industry, medicine and nursing, motor car driving, general service, health, civics, signalling, map reading, wireless telegraphy and camping. Definite work under these national divisions is developed through state and local organizations, the working unit being a detachment of not less than ten nor more than thirty under the direction of a detachment commandant. Nearly 200,000 women now are members of this organization.

The motor corps is one of the most interesting and efficient divisions of the league. A member of this division must meet several requirements for active service. She must have a health certificate, a state chauffeur's license, at least two years' experience in driving and a certificate from a motor school. Infantry drill is compulsory and is held twice a week in one of the city armories in New York. The members also are required to take a course in first aid, which is given one a week at a hospital. The members of the motor corps wear a khaki uniform consisting of a short skirt, Norfolk coat and cap with visor.

Service performed by members of this division with their cars are numerous. They aid in taking the military census, act as messengers, carry light military supplies and in other ways meet the demand for war service which come through the War Department or local military organiza-

GOV'T. BUYS 10,650 WAR TRUCK CHASSIS

WASHINGTON, July 28.—The chief of staff of the army has approved contracts submitted to him by the transportation branch quartermaster's corps of the army for a total of 10,650 truck chassis as follows:

Packard Motor Car Co., 300 Class B chassis, in accordance with schedule L, and government specifications as modified by exceptions in Packard exhibit "D"; delivery to be 100 in August and 200 in September; price \$2,803.81 each.

Packard Company, 1,500 Class "B," in accordance with schedule "N" and government specifications as modified by Packard exhibit "E"; delivery 500 per month, starting October; price \$3,197.37 each.

Locomobile Company, 400 Class "B" chassis with electrical equipment to government specifications as modified by manufacturer's specifications; delivery, 125 in October and 125 each month until contract is completed; price \$4,224.57 each.

Four Wheel Drive Company, 3,250 Class "B" chassis as per proposal No. 1, with rear bumpers and ordnance tow hooks at \$48 each. Total, with bumpers and hooks, \$3,248; delivery, 175 in August and 175 each month until contract is completed.

Pierce Arrow Company, 700 Class "A," in accordance with proposal No. 2; delivery in accordance with proposal, \$3,500 each. Order to be increased to total of \$800 if agreeable to Pierce Arrow Company.

Nash Motor Company, 3,000 Jeffery Quad Class "A," according to specifications as modified by bidder's proposal; delivery by July 1, 1918; price \$2,805 each.

Garford Motor Truck Company, 900 Class "A," in accordance with exceptions by bidder; delivery complete by end of December, 1917; price \$2,730 each.

Motorcycles, 2,500 Indians and 1,500 Harley-Davidsons, \$247 each, outside price.

MICHIGAN SCHOOL MAY TRAIN AERO PILOTS

DETROIT, July 28.—It is possible that the Michigan State Auto School will be made an official motor school for training airplane mechanics enlisted in the signal corps. Arrangements have been made with Chief Signal Officer at Washington, who is awaiting the passage of the "Personnel Bill" now before congress, to authorize the passage of the bill. Lieut. Glen T. Cummings, D. S. O., who was in active service with the British Royal Flying Corps for fourteen months, has been retained as consulting engineer in the branch of military mechanics. Several types of engines have been obtained, and the training will start as soon as authority from Washington is received.

DRIVES 383 MILES AT 30 MILES PER HOUR

S. H. Lewis, Binghamton, N. Y., drove a Franklin touring car to New York and return, 393 miles, in 12 hours, 48 minutes. The gasoline consumption was 19.65 miles per gallon. The average speed on the down trip from Binghamton to New York was 32.3 miles per hour, and the gasoline average was 19.3 miles per gallon. The return trip was by a different route, 200 miles, and the average speed was 28.4 miles per hour, and the gasoline average 20 miles per gallon.

AEROS DECIDING FACTOR IN WAR SAYS WRIGHT

WASHINGTON, July 28.—Indorsing the program of the aircraft production board, Orville Wright declares that "if the allies' armies are equipped with such a number of airplanes as to keep the enemy planes entirely back of the lines so that they are unable to direct gunfire or to observe the movement of the allied troops, it will be possible to end the war."

"When my brother and I built and flew the first man-carrying machine," said Mr. Wright, "we thought that we were introducing into the world an invention which would make further wars impossible. Nevertheless, the world finds itself in the greatest war history. Neither side has been able to win on account of the part the airplane has played. Both sides know exactly what the other is doing. The two sides are apparently nearly equal in aerial equipment, and unless present conditions can be changed the war will continue for years."

"However, if the allies' armies are equipped with such a number of airplanes as to keep the enemy planes back of the line, so that they are unable to direct gunfire or to observe the movement of the allied troops—in other words, if the enemy's eyes can be put out—it will be possible to end the war. This is not taking into account what might be done by bombing German sources of munition supplies, such as Essen, which is only about 150 miles behind the fighting lines. But to end the war quickly and cheaply the supremacy in the air must be so complete as to entirely blind the enemy."

The program laid down by the aircraft production board, if carried out, will obtain this result. The business organization and manufacturing equipment of our country offer the facilities for carrying out this program, and I believe that by no other method can the war be ended with so little loss of life and property."

CHECKING WASTE OF GASOLINE

An authority on gasoline estimates that the waste of this high-priced fluid runs into seven figures annually. Practically every motorist is guilty of waste, and this contention can be proved by noting the pools of gasoline under the cars and the strong odor of the fuel.

One of the commonest causes of loss is known as flooding of the carburetor, caused by foreign elements preventing the needle valve controlling the flow of the fuel to the float chamber from seating. This little valve shuts off the supply when the float attains its level, but if the needle does not seat the gasoline continues to flow and is wasted. Flooding can be prevented by carefully straining all fuel used, by occasionally opening the drain cock of the float chamber of the carburetor. If flooding continues after taking these precautions the float should be examined. If of metal it may leak and if of cork it may require shellacking to prevent absorption of the fuel. Inasmuch as an ounce of precaution is worth a pound of cure it is advisable to shut off the fuel when leaving the car for any length of time such as over night. With the pressure system of fuel supply the connections may leak and these should be examined and tightened.

Fuel economy may be obtained by not running the motor when idle unnecessarily and by closing the throttle and cutting out the spark when descending long grades. For cleaning purposes use kerosene instead of gasoline. If the fuel is fed by gravity, examine the tank from time to time for leaks. The tiny leak may be the cause of your not obtaining good mileage from the gallon of fuel. If you maintain a private garage and store gasoline, make sure that the containers do not permit of loss by evaporation.

And when purchasing fuel receive full measure. It may not be generally known that gasoline expands with heat and that there is not as much fuel in a gallon of gasoline the container of which has been exposed to the rays of the sun as a gallon stored in a cool place.

Thus in regard to the 18-cylinder overhead-valve Sunbeam-Coatalen aircraft engine of 475 brake-horsepower, there are no fewer than half a dozen magneto. Each magneto is inclosed. Two sparks are furnished to each cylinder from independent magneto. On this engine there are six carburetors. Shortness of crankshaft, therefore of engine length, and absence of vibration are achieved by the linking of the connecting rods. Those concerned with three cylinders in the broad arrow formation work on one crankpin, the outer rods being linked to the central, master, one. In consequence of this arrangement the piston travel in the case of the central row of cylinders is $6\frac{1}{4}$ inches, while the stroke of the piston of the cylinders set on either side is in each case $6\frac{1}{2}$ inches.

The duplicate ignition scheme also applies to the twelve-cylinder 350 brake-horsepower Sunbeam-Coatalen overhead-valve aircraft engine type. It is distinguishable, incidentally, by the passage formed through the center of each induction pipe for the spark plug in the center cylinder and either close the throttle or open the switch, leaving the friction and compression of the engine to hold the vehicle back on the grade. The correct method is to throw the lever into neutral, if the grade is long, or hold the clutch out if it is short and notch up the hand brake to produce the required amount of resistance.

The hand brake is useful in ways, however, in which it is rarely used. One of these is in coasting down hills, when of more than incidental length. The common practice is to throw the gear lever in one of the lower gears and either close the throttle or open the switch, leaving the friction and compression of the engine to hold the vehicle back on the grade. The correct method is to throw the lever into neutral, if the grade is long, or hold the clutch out if it is short and notch up the hand brake to produce the required amount of resistance.

On hills of considerable length it is best to stop the engine, starting it again at the bottom of the grade, on the clutch. On long mountain grades the hand brakes will eventually heat up, in which case they should be released and the foot brake used long enough to allow them to cool off—and just that long.

The public has more or less the impression that aircraft engines of 100 and 150 horsepower are sufficient for the needs of this war; whereas the series of engines in question—which are only a few of the war-time Sunbeam-Coatalen models—reveals how very much greater have been the demands made on aircraft engine builders. It is one thing, however, to make a demand and another guess matter to find that the engineer and contractor can between them meet it.

GENERAL LOSES HIS FORD, WRITES HENRY

COLUMBUS, Ohio, July 28.—General John J. Pershing believes in going to headquarters with complaints and suggestions. When his Ford machine was stolen some time ago he wrote to Henry Ford about it.

His object, however, was not so much to notify Ford of the stealing as to make a suggestion as to the numbering of cars. Pershing suggested that each car's number be stamped into the body of the car, either back of the rear seat or on the side above the rear fender.

This would make it less easy for thieves to destroy the numbering. Pershing explains, and makes it easier for the public to detect stolen cars. The numbers at present are stamped on the engine.

"I have seen 10,000 Fords since mine was stolen," Pershing said, "but I had no way of telling whether any of them was mine, because I didn't want to take the liberty to raise the hoods of other people's machines and look at the numbers." Ohio clubs soon will start a determined campaign in an effort to drive car thieves out of the state.

TRAIL MARKING DAY IS TO BE OBSERVED

Trail Marking Day will be observed on the Black and Yellow trail some time this summer, the object being to remark the entire trail from east to west across South Dakota. Specified black and yellow paint will be used, and the remarking will be done by local representatives on the route. Plans for the establishment of registration places along the trail are being considered. Probably the first will be near the bridge across the Missouri at Pierre. A fairly accurate record of travel can be kept in this way.

CHECKING WASTE OF GASOLINE

An authority on gasoline estimates that the waste of this high-priced fluid runs into seven figures annually. Practically every motorist is guilty of waste, and this contention can be proved by noting the pools of gasoline under the cars and the strong odor of the fuel.

One of the commonest causes of loss is known as flooding of the carburetor, caused by foreign elements preventing the needle valve controlling the flow of the fuel to the float chamber from seating. This little valve shuts off the supply when the float attains its level, but if the needle does not seat the gasoline continues to flow and is wasted. Flooding can be prevented by carefully straining all fuel used, by occasionally opening the drain cock of the float chamber of the carburetor. If flooding continues after taking these precautions the float should be examined. If of metal it may leak and if of cork it may require shellacking to prevent absorption of the fuel. Inasmuch as an ounce of precaution is worth a pound of cure it is advisable to shut off the fuel when leaving the car for any length of time such as over night. With the pressure system of fuel supply the connections may leak and these should be examined and tightened.

Fuel economy may be obtained by not running the motor when idle unnecessarily and by closing the throttle and cutting out the spark when descending long grades.

For cleaning purposes use kerosene instead of gasoline.

If the fuel is fed by gravity, examine the tank from time to time for leaks. The tiny leak may be the cause of your not obtaining good mileage from the gallon of fuel.

If you maintain a private garage and store gasoline, make sure that the containers do not permit of loss by evaporation.

And when purchasing fuel receive full measure. It may not be generally known that gasoline expands with heat and that there is not as much fuel in a gallon of gasoline the container of which has been exposed to the rays of the sun as a gallon stored in a cool place.

PROPER USE OF BRAKES

Whoever first applied the current names to the brakes of the conventional motor car is guilty of one of the most serious and costly blunders in motor history. The hand brake is not the emergency brake, but the foot brake is. Because most owners think that because the hand brake is called the emergency brake it is only for use in emergencies, this excellent appliance receives far too little use at the hands of most drivers and the foot brakes far too much.

In an emergency the quickest and most natural movement to stop the car is to push out with both feet. It requires deliberation to do the unaccustomed thing of reaching for the hand lever, and it also requires that the hand be taken from the steering wheel—where it is needed in an emergency.

The hand brake is useful in ways, however, in which it is rarely used. One of these is in coasting down hills, when of more than incidental length. The common practice is to throw the gear lever in one of the lower gears and either close the throttle or open the switch, leaving the friction and compression of the engine to hold the vehicle back on the grade. The correct method is to throw the lever into neutral, if the grade is long, or hold the clutch out if it is short and notch up the hand brake to produce the required amount of resistance.

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We'll Start You Right

Put your battery in our hands for a thorough overhauling before you start on your tour this summer, and we'll return it to you, sound in every cell, charged to the proper mark, insulation O.K. and ready for the hardest service you can put up to it.

While you're getting your car ready, our experts can be getting your battery ready. And we have a rental battery for your use while they're doing it.

Start with your battery in good shape—and you'll find it will require mighty little attention except for its regular testing and filling with water, whether your trip be for a week or for a whole summer.

We'll start you right.

Orange County Ignition Works

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It Pays to Use Them!

BETTER tires from every standpoint—Racine Country Road Tires are just what the name implies. They set a new standard of resistance to wear of country roads and city pavements. Racine Country Road Tires are designed and constructed especially to meet the requirements of country road service—the most severe, most exacting service known. No side-slipping—no skidding. Racine Tires leave no room for doubt in any respect.

When you buy the genuine Racine Country Road Tires, you buy tires you can thoroughly depend upon—tires that are now paying big dividends to thousands of motorists in excess mileage beyond the 5000 mile guarantee.

For your own protection be certain that every Racine Tire you buy bears the name Racine Rubber Company.

RACINE RUBBER COMPANY, Racine, Wisconsin

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Santa Ana.

SAM CRAWFORD NEARS RECORD OF 3000 HITS

BY SAM CRAWFORD

(From the Baseball Magazine)
One July afternoon many years ago some player on the bench happened to mention Pop Anson and his remarkable record. The fact was brought out that the famous old slugger was the only player who had ever made three thousand hits. It seemed a staggering total. I was fairly swamped by it. But then and there the idea crystallized in my mind that some day in the far off future I, too, would like to register my three thousand hits.

I will not say that I deliberately set about to accomplish that seemingly impossible feat. It would have been foolish to make any such mental reservation in a game so uncertain as baseball. But I will admit that it has been my chief ambition for a good many years to make three thousand hits. And as the passing of each season has brought me nearer the goal I have thought more and more upon that particular afternoon to come when I shall meet the ball fairly and rap out a good clean drive for a complete score of thirty hundred safeties.

Since that visionary idea came to me so far back that I hardly remember it clearly, two players have passed Anson's great mark. One of them, Hans Wagner, is tottering on the verge of his final season in the big show. The other, Nap Lajoie, one of the greatest batters who ever lived, has hung up record which few can ever possibly equal and passed on to the minor leagues. And with his going I find myself the oldest player in point of service in the American league, the oldest player, with the exception of Hans Wagner, in the major leagues.

And how about that little ambition of mine which started many years ago? It is an unpleasant experience to think about that ambition now as I stand on the very verge and cannot see the certainty of its realization. It is all the more unpleasant because I have come so near it and because I feel within myself the ability to realize it.

When I completed my seventeenth season in the big leagues I counted up and found that according to the record I had made 2,889 hits. I needed 131 more to realize my ambition. And I won't deny that as I looked at those figures I counted that record as good as won.

I was in excellent condition, had just played a full score of 156 games and was confident that several more good seasons lay before me. But if my plans should not materialize it required but one to gain my three thousand hits.

BLACK AND YELLOW TRAIL IS BOOSTED

Boosters of the Black and Yellow Trail through South Dakota held a meeting in Brookings June 29. The purpose of the meeting was to complete the county organization. The city commissioners of Pierre have granted a park for tourists on the trail. The park is supplied with water and other necessities for camping parties. The total mileage of the trail through the state is about 500 miles.

HIGH GAS COST PUTS LOUISVILLE JITS OUT

July 1 the few remaining jitney buses in Louisville ceased to operate and motor car rides for a nickel in that city became a thing of the past. The thirty-four members of the Louisville Jitney Bus Co. have agreed to acquire in the will of the majority that business be suspended. High cost of gasoline, which has increased from 9 to 24 cents a gallon since the buses started about two years ago, and of tires and accessories are blamed.

A Favorite in Past Seasons--The Year-Ahead Beauty Car Surpasses Itself in the New Models

The sharper the competition, the better the Hupmobile looms up.

In beauty—it is the Year-Ahead Beauty-Car.

In performance—it is the world's best four, which outdoes cars of higher price.

In money value—its place has long been established at the top of the list.

We will consider it a favor to have you ask for a demonstration. You'll admire its beauty of style, lines and finish, while its mechanical perfection captivates all who investigate it.

"Automobile Luxury and Comfort in a Moderate Priced Car—Hupmobile."

Cadillac Garage Co.

F. M. MEDBERY

OTTO R. HAAN

Corner Second and Main

FIRM UNDERTONE TO BUSINESS SAY BANKERS

where on the diamond and there are other slow men playing right field. I think, without exaggeration, I can cover a fair amount of ground and stop most of the balls that come my way in right field. And I am confident I can hit nearly as well as I ever could.

I began this season with exactly 39 hits to go. Now there was a time when I could have made 39 hits in a single month of healthy swatting. The only thing that troubles me now is whether or not I shall make those 39 hits in an entire season. At my present rate I should say it is doubtful, but perhaps things will break a little better before the year is over.

On most accounts I have no cause to complain. Baseball has been good to me and I appreciate the fact. Neither have I any criticism of the management of our club. The management is after results and if those results can be better obtained by having someone in my shoes, why the management would be foolish not to follow that plan. I am not criticising anybody or anything except the unusual succession of events which have brought me so near the realization of my dreams and then threaten to leave me just short of its attainment. For I am not through, I will not admit that I am through, I can still hit that old baseball. I can still play the game up to major league standard. I can still get those three thousand hits if only I have the chance.

9,000 ARE AT WORK IN GOTHAM AUTO PLANTS

NEW YORK, July 21.—About 5 or 10 minutes motoring from the row in New York are situated the motor factories of that city, in Queensborough across the East river from Manhattan. There are forty-two motor car plants employing 9,000 persons. A partial list contains such names as Packard, Ford, General Vehicle, Pierce-Arrow, Brewster & Co., Studebaker, Simplex, Ranier, Maxwell, Renault Freres, Deauville-Belleville and Rolls-Royce as motor car makers and Stewart, Prest-O-Lite, Moto-Meter and Norma, as well as about twenty-five others, among the accessory makers. Most of these plants, of course, are branches, but the sum total of products amount to \$37,448,000 in 1916.

FORD PUT ON TRACKS BY C. B. & Q. RAILWAY

The Chicago, Burlington & Quincy has adopted the Ford car for service by inspection officers, linemen, signal engineers, etc. Iron wheels with a flange have been substituted for the original wheels, enabling the car to operate over the tracks of the railroad at a speed ranging from 40 to 50 miles per hour. The gasoline motor speeders which have been in use for several years are not heavy enough to keep upon the rails, and many employees have been seriously injured when the small cars jump the track.

Believe Prices Have Reached Top Notch

"For the past two weeks, prices have been softening and I think that many business men feel we have at last reached the very tip top of the high price curve. It has got to be reached some time and that time is now. In fact, a manufacturer told me the other day that he had begun to feel that the drive on his output was letting up slightly after two years. He said he felt that his customers were deciding it was not necessary to buy so heavily, or so often.

"In the last twenty years I have watched these prices rise and I have never known it to fall that their top notch was preceded by just the condition that now exists. If they will now subside as gradually as they rose, it will do no harm to business.

"But right here is where the novel element enters. Just as the public is naturally beginning to buy less, the government is preparing to buy more than ever it has since the Civil War. As soon as the new contracts are let, it must make a decided difference with our high price curve. Maybe it will go higher. Maybe it will remain at its present level. But it will not, in all probability, go lower for a time and business must be benefitted by the new element in the game.

Government Demands Will Stabilize Conditions

"The new government demands on supplies and labor will tend to stabilize both. There is little danger of labor troubles and all the staples must continue to bring good prices. It is only the articles which we list as 'artistic' which will not be in strong demand. I do not think the consumers with steady incomes will buy heavily of such articles for some time.

"Naturally the men's and women's garment trades are just a bit uncertain at this time. Their output is not strictly a war commodity. But when the trade realizes the great amount of money that is to be spent and that

the public must wear about as many clothes as it ever did, I think the entire business will become confident and better."

DELAWARE STUDYING HIGHWAY SITUATION

That Delaware may get the best results from the act passed by the legislature last winter creating a state highway department, the commission and its chief engineer, Charles M. Upham, and its secretary, George Francis, make a tour of Pennsylvania, New Jersey and New York to study the systems of road reports and traffic tabulation in vogue in those commonwealths.

SEAL TIRE CUTS

Many a motorist has viewed with dismay the loosening of the tread on a tire which was not by any means worn out. Soon the fabric wore thin and then there was a blow-out. It is almost a certainty that the separation of the tread was due to a small deep stone cut which allowed moisture or sand of both to penetrate to the fabric and then gradually, by slow abrasion, work in all directions from this nucleus, until a large portion of the tread was loose. The remedy is to plug up all cuts by vulcanizing. Any motorist can accomplish this work successfully with a small gasoline, kerosene, alcohol, or electrically operated tire vulcanizer, and the best of it is that the job may be finished in a few minutes.

SAVING SHOCK ABSORBERS

A shock absorber is supposed to just what its name says it is, but another name might be tire economizer. Many cars may be operated with considerably less tire expense by adding shock absorbers. The wear on the tread of the tire is largely dependent on how closely the wheel follows the contour of the road. Shock absorbers help to keep the wheels on the road where they belong. Every time the wheel leaves the ground it gains speed so that when it comes down again its speed must be reduced to normal by sliding along the ground, and this produces rapid wear. Also the pounding of the wheel on the road is more severe when shock absorbers are not fitted, and this also results in increased wear. The cost of shock absorbers, particularly for a hard-riding car, will soon be repaid by the increased tire mileage.



WHY PUT IT OFF?

There are certain things about the Hood Tire that make it outwear any tire placed on the same car. We have example after example of this. You may postpone placing a

HOOD TIRE

on your car—to test it—but you'll simply have to come to it—just as we did.

Let us put a Hood on NOW.

HOOD TIRES

John McFadden Co.
HARDWARE, SPORTING GOODS, PLUMBING,
HEATING AND SHEET METAL WORK

LEE TIRES

Have Your Headlights Adjusted to Conform to the New Law

We have made a careful study of what the law requires and are prepared to adjust your lights quickly and correctly.

WE WILL HAVE A FORCE OF EXPERT MECHANICS AT OUR GARAGE TO-NIGHT FROM 7:30 UNTIL MIDNIGHT.

Don't take a chance, if you drive your car tonight with a glaring light you are liable to arrest.

AN OFFICIAL INSPECTOR WILL BE HERE TO PASS ON THE HEADLIGHTS OF EACH CAR—COME EARLY AND AVOID THE RUSH.

B. & B. IGNITION WORKS

210 North Main St.

Opposite City Hall.

THE LONGER CAR RUNS THE MORE IT IS WORTH

**DELAWARE STUDYING
HIGHWAY SITUATION**

That Delaware may get the best results from the act passed by the legislature last winter creating a state highway department, the commission and its chief engineer, Charles M. Upham, and its secretary, George Francis, make a tour of Pennsylvania, New Jersey and New York to study the systems of road reports and traffic tabulation in vogue in those commonwealths.

Prices Advance

August 1st

A delayed factory shipment of Ajax Tires has just reached us. Before August 1st you can buy them at the following prices:

30 x 3	.....	\$11.85
30 x 3 1/2	.....	\$15.20
33 x 4	.....	\$26.30
34 x 4	.....	\$26.75
32 x 3 1/2	.....	\$18.00

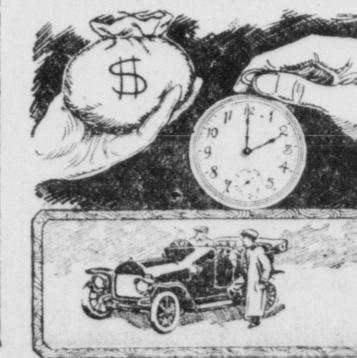
Ajax Tires

are guaranteed in writing.

5000 Miles

Chas. Bevis

118-120 West Third.



SAVE TIME AND MONEY

—let us do your body repairing; it will not only be done right, it will be done at a reasonable price; and in a "stay put" manner.

AUTO METAL SHOP

211 West Fifth. Phone 1457.

SAVAGE WORKMEN TAKE PRIDE IN PRODUCT

"Building an automobile tire is like building a house or making a suit of clothes," says a local Savage tire distributor. "Good materials are essential; without high-class materials no quality article can be manufactured, but good materials carelessly handled never result in a high-class finished product."

No matter how carefully selected or expensive the materials are it is too much to expect quality if those engaged in the manufacture of the article are careless or unskilled. Probably there is no article made today where careful manufacturing plays a more important part than in the manufacture of tires. The rubber must be carefully compounded, the fabric impregnated, and coated carefully, and the tire put together by men who understand their work, and whose sole aim and object is to build good tires.

According to Mr. A. C. Lester, the manager of the local Savage Sales Branch, careful building has more to do with the high quality of Savage tires than any other one thing. Quality is the first consideration of the men back of the Savage Tire Company. They set out to build the best that can be made. Following out their plan, a modern manufacturing plant, equipped with every machine and every device that will help in good tire building was erected in San Diego, California. The best of materials of all sorts was provided, and everything possible is done to encourage Savage workmen to get behind Savage products and take a real personal pride in Savage quality.

A careful record is kept that shows who are responsible for every tire and tube built, and the work of building is so arranged that one or two workmen are alone responsible for each finished article. Savage workmen have been taught that Savage quality depends upon their efforts. They are commanded when the tires they build give unusually good service just as they are "called to the carpet" if they turn out a tire or tube that is not up to standard. They have been impressed with the Savage slogan, "Nothing Too Good for Use of Savage Tires."

spring migrations back to the highlands. The locomotive crews report that the "dismantling rule" is needed and is saving many deer.

Data on the Game Law
Open season for deer:
Districts 1, 23, 24, 25 and 26—Aug. 15 to Oct. 14, inclusive.
Districts 2 and 3—Aug. 1 to Sept. 14, inclusive.
District 4—Sept. 1 to Sept. 30.
Doves:
Open season in all districts except District 1, Sept. 1 to Nov. 30, inclusive.
District 1—Aug. 1 to Oct. 31, inclusive.
Bag limits follow:

Deer—Two males per season. No does, fawns or spliced bucks.
Doves—15 per day.

District No. 1 includes Alpine, Amador, Butte, Calaveras, Del Norte, El Dorado, Humboldt, Kings, Lassen, Modoc, Mariposa, Nevada, Plumas, Placer, Sacramento, Sutter, Sierra, Siskiyou, Shasta, Tehama, Trinity, Tuolumne and Yuba and the eastern portions of San Joaquin, Stanislaus, Merced, Fresno and Kern counties.

District No. 2 includes Alameda, Contra Costa, Monterey, Santa Clara, San Mateo, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz and Ventura counties and the western portions of San Joaquin, Stanislaus, Merced, Fresno and Kern counties.

District No. 4 includes Imperial, Inyo, Los Angeles, Mono, Orange, Riverside, San Diego and San Bernardino counties.

District No. 23 circles Lake Tahoe.

District No. 24 includes the Silver Lake region, taking in portions of Amador and Alpine counties.

District No. 25 includes small portions of Plumas and Lassen counties in the vicinity of Mt. Lassen.

WOMEN VICTORS IN ST. LOUIS AUTO RUN

Women carried off the honors in the Century Boat Club's annual motor car run through the streets of St. Louis. Mrs. C. C. Crossman, driving a Hudson Super-Six, won the driving honors with a score of 970 out of a possible 1,000 points.

The prize was a silver cup donated by Governor Frederick O. Gardner. Mrs. J. E. Schertz, also driving a Hudson, won the decoration prize. Observation of traffic laws was a prominent point in the grading of all contestants.

CASH REGISTER FIRM MAKES PLANE PARTS

DAYTON, Ohio, July 28.—The National Cash Register Company has received a large government order for airplane parts. It is said that by September 1 the company will employ upward of 6,000 men, both skilled and unskilled. The plant of the Domestic Engineering Co., at Moraine City, it is said, will be turned over to the local airplane company for the manufacture of machines.

TO PRESERVE BODY COLOR

The man who thinks that the varnish on his car is simply to make it nice and shiny misses a very important truth, that the primary function of the varnish is to protect the color underneath. The motorist who would conserve the finish of his car and save the expense of frequent repainting should see to it that this skin is never broken and never allowed to wear through. Ordinary washing and polishing will wear off the varnish in spots in about six months or a little more. So to be on the safe side the car should be revarnished twice a year. Thus the color underneath may be made to last indefinitely.

ROUGHING LEVER PADS

After the car has been used for a considerable length of time, it is very likely that the surfaces of the pedals will have become worn quite smooth. Their use may, under such conditions, involve a certain amount of risk, in that should sudden pressure be applied, the foot may slip off sideways. This condition can be easily remedied by removing the pads from the car and roughing the surfaces with a series of punch marks. The pedal is clamped in a vice and after covering the surface with chalk, a number of diagonal lines are drawn and at each intersection of the lines a punch mark is made with a diamond-nosed chisel and hammer.

SHELTER CABINS ARE BUILT IN GLACIER PARK

Wanderers over the magnificent scenic trails of Glacier National Park this summer will find their travel eased by the new shelter cabins under construction by the National Park Service, Department of the Interior. Instead of camping in the open, the hiker and trail rider will find at convenient intervals picturesque log cabins awaiting them. Here they will find shelter from storm and wind. The cabins are equipped with tables, chairs, and a satisfactory cook stove provided with large pots and pans of the sort that is inconvenient to lug around.

There will be two of these cabins on the celebrated Gunlight Trail, the route over the Continental Divide between Lake McDonald on the east and Lake McDonald on the west. One of these is located just south of Piegan Pass, a natural resting and luncheon spot for travelers in both directions. The other is at the foot of Gunlight Lake, with Gunlight Pass outlined against the western sky.

A Chalet with a History

The site has a picturesque history. A chalet camp was originally built there several years ago by the company operating the east side hotels. Long after the close of the first season and just before hibernating time, a big, hungry grizzly bear broke in and devoured everything eatable. He then proceeded to smash into bits everything in the chalet which was smashable. Not a piece of furniture was left undemolished.

The next season the hotel company refitted the chalet and took care of the summer's business; but the following winter an enormous avalanche slipped down the eastern slopes of Mount Jackson and demolished the entire structure as completely as the grizzly had previously demolished its furniture.

This discouraged the hotel company; the chalet was not rebuilt. But a resthouse was badly needed at this spot, so the Department of the Interior is replacing the chalet with a shelter cabin. The materials for the building of the cabin are conveniently at hand.

Another of the shelter cabins will be found at Iceberg Lake, that wonder spot so near to Lake McDonald. It will serve as the luncheon kitchen and resthouse for thousands who make the amazing one-day trip from McDonald to gaze upon its gigantic gorge, explore its mimic glacier, and revel in its berg-dotted lake.

Other shelter cabins will be found on the Triple Divide and at Red Eagle Lake.

SAYS 6-CYLINDER CARS PROVE WORTH

The Hudson racing team this season has forever disposed of the old belief that a six-cylinder car would never be successful in high speed events. When you remember that Super-Sixes finished second at Cincinnati, second at Chicago, first at Tacoma, first at Omaha, and first at Fort Snelling, it is rather convincing evidence that six cylinder cars, Super-Six cylinder cars at least, are not exactly out of place in the fast events," said O. A. Haley, local Hudson agent.

"One of the most remarkable features of this wonderful record of victories is the fact that the Hudson entries are heavily handicapped in the matter of weight. Because of their close adherence to stock design, the Hudson entries weigh from 400 to 800 pounds more than the special racing cars with which they compete.

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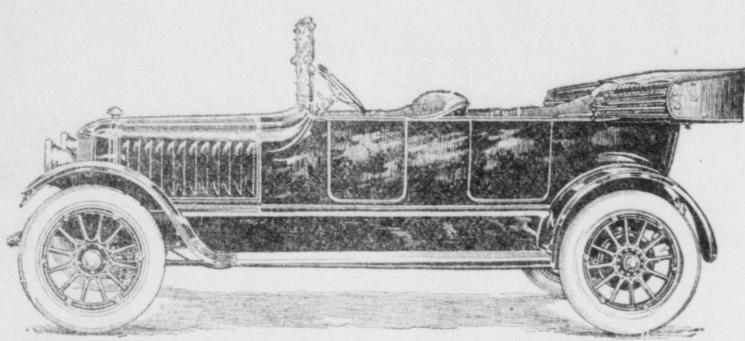
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BUY YOUR CAR NOW

STANLEY STEAMER CAR



Is now on display in our salesroom.
It is a wonderful car—far ahead
of anything made. Come see it.

A. J. SWOFFER
Cor. Broadway and Fifth.

Electrical Auto Parts Advancing Steadily

Bring your car in and have it fitted with Electrical parts, and have your batteries recharged before August 1st.

ORANGE COUNTY IGNITION WORKS
Spurgeon and Fifth. The Home of



Packard
TWIN-6

Packard "Twin Six" will cost you \$350 more August 1st.

Reo "Six"
\$135 more
Aug. 1st.

Reo "Four"
\$110 more
Aug. 1st.

Mark B. Lacy, 417 W. 4th St.

THE
Detroit
ELECTRIC

We advise you to place your order for a Detroit Electric now—immediately.

See us for Philadelphia Diamond Grid Batteries.

Santa Ana Electric Garage

French and Third. J. T. Van Why, Prop.



A stiff increase on both

OLDSMOBILE "EIGHTS" AND "SIXES"
expected August 1st.

Buy Now

C. C. Crawford

117 East Fifth.

Everything is advancing in price and automobiles are no exception. Some makes have already advanced prices and it is only reasonable to assume that some other makes will soon follow—No matter what make of car you prefer you'll save nothing by waiting, that is why auto dealers all over the country have inaugurated a "Buy Your Car Now" week.

Wednesday, July 25th to Tuesday, July 31st, has been decided on by local dealers, whose ads appear on this page, as "Buy Your Car Week in Santa Ana".

Only three days remain.

Now is the time to buy your car, prices will be no lower and may go higher.

Another Reason

But there is another reason why you should "Buy Your Car Now!"

When President Wilson wrote a New York business man, "This is not only **not** a time to allow any slowing up of business, but it is a time when every sensible process of stimulation should be used," the automobile and allied industries decided that meant them, too.

They figured it out this way: Here you are, an average reader of automobile news of the Register. You have the money to buy a new car, or a partly used car.

You really want that car—want it bad, for the pleasure and health it will bring you and your family, for its convenience, or possibly for business use as well.

They Have "Your Number"

The auto-folks know about you—and know that you're just holding back without any logical reason. For you know as well as they that business is going to keep good, unless everyone does like you and just "holds back." In which case, of course, you are operating contrary to President Wilson's statement not to allow "any slowing up of business."

So the auto-folks intend to have you set right on the matter—to show you where you not only uncage the pent-up enjoyment in those "resting dollars" of yours, but also do the nation a good turn by putting them back to work in general circulation when you buy that car you want.

Do It Now

Santa Ana's prospects for the future never were brighter—the center of a rich agricultural section—automobile business has been a great factor in the city's prosperity.

Indeed, this city's prospects never looked brighter for the future. The country at large is prosperous. Billions are being spent for war supplies.

With greater prosperity ahead it means that business here will have its big share in the increase.

For the business man who stays at home in these war times and does the work formerly done by two men—in many cases an automobile makes it possible to do double the work and doubles his efficiency by keeping him well.

Then, the Call of All Outdoors is very, very insistent. Four of the best motoring months on the calendar are ahead. So "Buy Your Car Now" Week is a very timely prelude to the enjoyable months ahead.

"Do It Now!" is trite, but particularly true at this time. The prospective purchaser who continues to delay may find extreme difficulty in getting his car when he does delinquently make up his mind. Deliveries are becoming harder to make each day because of the conditions at the factories, where materials and labor are becoming scarce under the war pressure. Here is some honest advice: If you intend to buy a car in 1917 do it now. You will save money and disappointment.

Buy That Hood Tire Now

What's the use putting off buying a Hood. Put one on now. It will outwear your three others twice over.

Advance in price expected August 1st.

IDEAL TIRE & RUBBER CO.

Matthews & Pennock

Bush and Fifth.

IF YOU WAIT FOR A WHOLE YEAR YOU WILL NOT
BUY A

HUPMOBILE

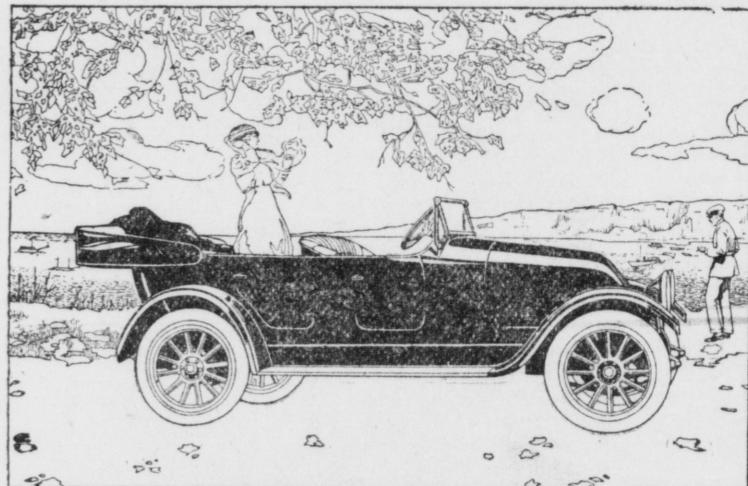
FOR A CENT LESS THAN YOU CAN BUY FOR TODAY.

Don't delay buying your favorite car. Buy it now and get the full enjoyment out of it during your summer vacation.

THE NEW HUPMOBILE MODELS ARE HERE—IMMEDIATE DELIVERIES.

Cadillac Garage Co.

Buy Your Franklin or Velie Now



The cost of everything that enters into the manufacture of an automobile is steadily advancing and an advance on the Franklin and Velie may be expected.

LAYTON BROS.

Cor. Fourth and French Sts.

Santa Ana.

NOW IS A GOOD TIME TO BUY YOUR

Studebaker
Established 1852

The increased cost of materials and labor may force an advance at any time without notice, but you may buy your Studebaker today and be assured of no sudden change in models.

Wm. F. Lutz Co.

Hudson Super Six

AND

Dodge Bros. Cars

Order now while you can get them.

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